2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

47

James City County City of Williamsburg

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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\$\(\begin{array}{c} \) John Tyler Memorial Hw \ 4.35 \\ 3400 \\ G \end{array} \) Go \\ 6 \\ 94\% \\ 96\% \\	Route	Length	AADT	QA	4Tire	Bus			2Trail	QC		QK		AAWDT	QW	Year
Substitution Subs	ames City County								_							
Substitution Subs	5 John Tyler Memorial Hw	4.35	3400	G	<u> </u>					F	0.077	F	0.501	3400	G	2003
5 John Tyler Memorial Hw 1.50 14000 G 364% 0% 38 1% 2% 0% C 0.086 F 0.517 15000 G 2003 5 John Tyler Memorial Hw 0.29 2000 G 94% 0% 38 1% 2% 0% F 0.08 F 0.602 21000 G 2003 5 John Tyler Memorial Hw 0.29 2000 G 94% 0% 38 1% 4% 2% 0% F 0.08 F 0.602 21000 G 2003 5 John Tyler Memorial Hw 0.29 2000 G 94% 0% 5 1% 4% 2% 0% C 0.08 F 0.547 22000 G 2003 6 John Tyler Memorial Hw 0.29 2000 G 92% 0% 1% 4% 2% 0% C 0.08 F 0.547 22000 G 2003 6 Jamestown Rd 0.27 1000 G 92% 0% 1% 4% 2% 0% C 0.08 F 0.547 22000 G 2003 6 Jamestown Rd 0.27 1000 G 92% 0% 1% 4% 2% 0% C 0.08 F 0.547 22000 G 2003 6 Jamestown Rd 1.50 12000 G 97% 0% 1% 0% 0% 0% C 0.08 F 0.547 22000 G 2003 6 Jamestown Rd 1.50 12000 G 97% 0% 1% 0% 1% 0% 0% C 0.08 F 0.542 12000 G 2003 6 Jamestown Rd 1.50 12000 G 97% 0% 1% 0% 1% 0% 0% C 0.08 F 0.542 12000 G 2003 6 Jamestown Rd 1.50 12000 G 97% 0% 1% 0% 1% 0% 0% C 0.08 F 0.542 12000 G 2003 6 Jamestown Rd 1.50 12000 G 97% 0% 1% 0% 1% 0% 0% C 0.080 F 0.552 12000 G 2003 6 Jamestown Rd 1.50 12000 G 97% 0% 1% 0% 1% 0% 0% C 0.080 F 0.552 12000 G 2003 6 Jamestown Rd 1.50 12000 G 97% 0% 1% 0% 0% 0% C 0.080 F 0.552 12000 G 2003 6 Jamestown Rd 1.50 12000 G 97% 0% 1% 0% 0% 0% C 0.080 F 0.554 9100 G 2003 6 Jamestown Rd 1.50 12000 G 97% 0% 1% 0% 0% 0% C 0.080 F 0.554 9100 G 2003 6 Jamestown Rd 1.50 12000 G 97% 0% 1% 0% 0% 0% C 0.080 F 0.550 6700 G 2003 6 Jamestown Rd 1.50 12000 G 97% 0% 1% 0% 0% 0% C 0.080 F 0.550 1000 G 2003 6 Jamestown Rd 1.50 12000 G 97% 0% 1% 0% 0% 0% C 0.080 F 0.550 6700 G 2003 6 Jamestown Rd 1.50 12000 G 97% 0% 1% 0% 0% 0% C 0.080 F 0.550 2000 G 2003 6 Jamestown Rd 1.50 12000 G 97% 0% 1% 0% 0% 0% C 0.080 F 0.550 2000 G 2003 6 Jamestown Rd 1.50 12000 G 97% 0% 0% 0% 0% 0% C 0.080 F 0.550 2000 G 2003 6 Jamestown Rd 1.50 12000 G 97% 0% 0% 0% 0% 0% 0% C 0.080 F 0.550 2000 G 2003 6 Jamestown Rd 1.50 12000 G 97% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	5 John Tyler Memorial Hw	2.03	12000	G		0%			0%	F	0.078	F	0.529	12000	G	2003
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137-7073 Jahm Tyler Memorial Hwy 5 Jamestown Rd	$\frac{\circ}{\circ}$				To: From:		SR 31, SR 19	9								
Samestown Rd	5 Jamestown Rd	0.27	11000	G	98%	0%	2% 0%	0%	0%	С	0.087	F	0.528	11000	G	2003
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SR 32 Henry St Francis Fra	- Francia St	0.00	9500	G	<u> </u>	00/			00/	C	0.000	_	0.554	0100	C	2002
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Henry St 0.38 6400 G 95% 1% 1% 2% 1% 0% 0% 0% 0% 0% 0% 0					From:			Si .								
SR 102 Lafayette St	5 Henry St	0.38	6400	G	95%	1%		1%	0%	С	0.090	F	0.580	6700	G	2003
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Second St Seco	$\overline{}$								-							
Solution	5 (60) Page Street	0.25	21000	G	97%	1%	2% 0%	0%	0%	С	0.076	F	0.6	22000	G	2003
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SR 143 Merrimac St SR 143 Merrimac St SR 143 Merrimac St						101						_				
Section County	5 Capitol Landing Rd	0.62	8600	G		1%			0%	С	0.089	F	0.606	9100	G	2003
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30 Old Stage Rd 2.13 7200 G 86% 1% 2% 3% 8% 0% F 0.088 F 0.625 7200 G 2003 Tight I-64 I-64 I-74 I-64 I-74	ames City County				From:		New Kent County	Line								
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Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle		 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ames City County				<u> </u>											
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60 Richmond Rd	5.05	5000	G	94%	0%	3% 1%	1%	0%	F	0.094	F	0.65	5000	G	2003
~~				To: From:		SR 30 North of T	oano								
60 Richmond Rd	3.12	14000	G	94%	0%	3% 1%	1%	0%	F	0.082	F	0.596	14000	G	2003
<del>~</del>				To:		47-607									
60 Richmond Rd	2.85	19000	G	94%	0%	3% 1%	1%	0%	С	0.081	F	0.542	19000	G	2003
00)				To:											
Richmond Rd	2 20	20000	G	94%	0%	47-614 3% 1%	1%	0%	F	0.082	F	0.542	21000	G	2003
60 Richmond Rd	2.39	20000	G	94 70 To:	070	WCL Williamst		076	Г	0.062	Г	0.542	21000	G	2003
						WCL Williamse	Juig	I I							
ity of Williamsburg				From:		WCL Williamst	NIFO	1							
Richmond Rd	1.37	23000	G	94%	0%	3% 1%	1%	0%	F	0.078	F	0.548	24000	G	2003
60 Richmond Rd	1.07	20000	·	0470	070	070 170	170	070		0.070	•	0.040	24000	Ü	2000
			_	From:		Ironbound Ro									
60 Richmond Rd	0.30	33000	G	96%	1%	2% 1%	1%	0%	С	0.074	F	0.564	35000	G	2003
~				To: From:		Bypass Rd	1								
Pymana Pd	0.11	29000	G	97%	0%	Richmond Ro	1%	0%	С	0.074	F	0.502	31000	G	2003
60 Bypass Rd	0.11	29000	G	91 70	070	170 170	170	076	C	0.074	Г	0.302	31000	G	2000
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60 Bypass Rd	0.50	20000	G	96%	1%	2% 1%	1%	0%	С	0.078	F	0.505	21000	G	2003
~				To: From:		Parkway Dr		-							
60 Bypass Rd	0.16	19000	G	96%	1%	2% 1%	1%	0%	F	0.079	F	0.596	20000	G	2003
00) "				To:		SR 5; Page Stre	eet								
				From:		Bypass Rd									
60 Page Street	0.31	21000	G	97%	1%	2% 0%	0%	0%	F	0.076	F	0.595	23000	G	2003
~				To:		Second Stree	t	-							
60 Page Street	0.25	21000	G	97%	1%	2% 0%	0%	0%	С	0.076	F	0.6	22000	G	2003
30)				To:		Lafayette St; You	rk St								
~~~				From:		SR 5; Page Stre	eet								
60 York Street	0.60	18000	G	95%	1%	2% 1%	1%	0%	С	0.076	F	0.636	19000	G	2003
~				To:		ECL Williamsb	urg								
ames City County															
~~~				From:		ECL Williamsb	urg								
60 Pocahontas Trail	1.34	20000	G	95 <u>%</u>	1%	2% 1%	1%	0%	F	0.084	F	0.723	21000	G	2003
~				To-		York County Line;									
December 7	0.04	47000	_	Prom:		nes City County Lin		00/	_	0.004		0.700	47000	0	0000
60 Pocahontas Trail	0.04	17000	G	90%	1%	2% 3%	4%	0%	С	0.084	N	0.723	17000	G	2003
				From:		York County L	ine								
60 Pocahontas Trail	3.10	12000	G	94%	1%	2% 1%	3%	0%	С	0.083	F	0.616	13000	G	2003
~				To:		NCL Newport N	lews								
East				From:		New Kent County	Line								
64)	2.45	21000	G	94%	0%	1% 1%	3%	0%	F	0.076	F		23000	G	2003
	ed Traffic:	44000	G	95%	0%	1% 1%	3%	0%	F	NA			47000	G	
						SR 30									
East				From:											
East 64)	4.28	22000	G	94%	0%	1% 1%	3%	0%	F	0.077	F		24000	G	2003
Combir	ed Traffic:	43000	G	95%	0%	1% 1%	3%	0%	F	NA			46000	G	
				To: From:		47-607									
East 64)			_						_		_			_	
64)	1.97	25000	G	92%	0%	1% 1%	6%	0%	F	0.071	F		27000	G	2003
	ed Traffic:	52000	G	93%	0%	1% 1%	4%	0%	F	NA			55000	G	
				To: From:		York County L	ine								
				From:			-								
East	2.5.	00000	_		001	40/ 10/	001	001	_	0.000	_		07000	_	000
East 64	2.04	36000	G	94%	0%	1% 1%	3%	0%	F	0.086	F		37000	G	2003
		36000 80000	G G		0% 0%	1% 1% 1% 1% SR 143 Jefferson	3%	0% 0%	F F	0.086 NA	F		37000 81000	G G	2003

						Jam	ies City i	viaintena	nce Are	a							
Route	Len	gth <b>A</b> A	ADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
James City County																	
East	0.3	·0 27	000	G	94%	0%	SR 143 1%	Jefferson A	Ave 3%	0%	F	0.086	F		37000	G	2003
64	Combined Traf		8000	G	9 <del>4</del> %	0%	1%	1%	3%	0%	F	NA			79000	G	2003
	Combined mai	IIC. 10	000	G	70:	0 /0		lewport Ne		0 /0	•	INA			79000	G	
West					From:		New Ke	nt County 1	Line								
<del>64</del>	2.8	9 22	2000	G	95%	0%	1%	1%	3%	0%	F	0.077	F		24000	G	2003
	Combined Traf	fic: 44	1000	G	95%	0%	1%	1%	3%	0%	F	NA			47000	G	
					To- From:			SR 30									
West 64	4.3	5 21	000	G	95%	0%	1%	1%	3%	0%	F	0.085	F		23000	G	2003
64	Combined Traf		8000	G	95%	0%	1%	1%	3%	0%	, F	NA	'		46000	G	2003
	Combined mai	110. 43	,000	G	33 /0	0 70			370	0 /0		INA			40000	U	
West					From:			47-607									
(64)	1.4		7000	G	95%	0%	1%	1%	3%	0%	F	0.072	F		28000	G	2003
	Combined Traf	fic: <b>52</b>	2000	G	93%	0%	1%	1%	4%	0%	F	NA			55000	G	
West					From:		York	County Lir	ie								
64	2.3	8 44	1000	G	95%	0%	1%	1%	3%	0%	F	0.082	F		44000	G	2003
04)	Combined Traf	fic: <b>80</b>	000	G	95%	0%	1%	1%	3%	0%	F	NA			81000	G	
					To:		WCL N	lewport Ne	WS								
City of Williamsbur	·g																
					From:			SR 199									
( ₁₃₂ )Henry St Sou	ıth 1.7	7 40	000	G	96%	0%	2%	1%	1%	0%	С	0.084	F	0.523	4200	G	2003
$\stackrel{\smile}{=}$					To- From:		Irel	and Street									
$(_{132})$ Henry St Sou	uth 0.0	8 <b>40</b>	000	N	96%	0%	2%	1%	1%	0%	Ν	0.084	Ν	0.523	4200	Ν	2003
					To: From:			SR 5		Ţ.							
(132) (5) Henry	St 0.3	88 64	400	G	95%	1%	1%	2%	1%	0%	С	0.090	F	0.580	6700	G	2003
					To:			ANCIS ST									
Honny St Nov	th 0.4	4 01	200	G	96%	1%	La 2%	fayette St 0%	0%	0%	С	0.092	F	0.581	8600	G	2003
132 Henry St Nor	th 0.4	4 02	200	G	90%	1 70			070	0%	C	0.092	Г	0.561	0000	G	2003
		0 40		_	From:	40/		R 132 Y	00/	- 00/		0.005	_	0.054	44000		
132 N.Henry St	0.1	6 13	8000	G	96% To:	1%	2%	0% County Lir	0%	0%	F	0.095	F	0.651	14000	G	2003
Wye	0.3	00 70	000	G	From:	10/		nial Parkwa	y 1%	00/	C	0.100	_	0.520	9200	C	2002
132	0.2	9 70	800	G	97% To:	1%	2%	0% SR 132	170	0%	С	0.100	F	0.538	8200	G	2003
Y 61 6							,	3K 132		<u> </u>							
James City County					From:		NCL N	lewport Ne	ws								
(143)	2.4	4 13	8000	G	95%	0%	3%	1%	1%	0%	F	0.11	F	0.766	14000	G	2003
					To:		Vork	County Lir	ι Α								
(143) Merrimac Tra	ail 1.1	2 <b>20</b>	000	G	From: 95%	0%	3%	1%	1%	0%	F	0.098	F	0.657	21000	G	2003
143)					To:	0,0		County Lir			-	0.000	•	0.00.		•	
City of Williamsbur	ro				•					·							
					From:		ECL V	Williamsbu	rg								
(143) Merrimac Tra	ail 0.9	0 65	500	G	93%	1%	3%	3%	1%	0%	С	0.086	F	0.518	6900	G	2003
$\overline{}$					To: From:		SR 5 Cap	ital Landin	g Rd	-							
(143) Merrimac Tra	ail 0.3	7 93	300	G	96%	0%	1%	1%	1%	0%	С	0.089	F	0.604	9800	G	2003
$\overline{}$					To:		York	County Lir	ie								
James City County																	
$\overline{}$			.000	_	From:	40/		Richmond		00/	_	0.001	_	0.505	44000	^	0000
199	2.4	∀ <b>11</b>	000	G	96%	1%	1%	1%	2%	0%	F	0.091	F	0.535	11000	G	2003
					To- From:			Longhill I									
(199)	1.8	3 <b>14</b>	1000	G	96%	0%	1%	1%	1%	0%	С	0.089	F	0.592	16000	G	2003
(.00)																	
					To:		SR 321 I	Monticello	Ave								
(199)	1.4	·5 <b>14</b>	1000	G	To: To: S	1%	1%	Monticello 1% 073 John T	2%	0%	F	0.079	F	0.598	15000	G	2003

					00		/laintena	11007110	~							
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
James City County											1 40101		1 40101			
199)	0.22	21000	G	92% _{To:}	0%	616, 137-7 1% WCL V	073 John 7 4% Williamsb	2%	0%	С	0.08	F	0.547	22000	G	2003
City of Williamsburg																
199	0.24	21000	G	92%	0%	1%	Williamsbi 4%	2%	0%	С	0.08	F	0.547	22000	G	2003
199	0.07	23000	G	92% To:	1%	SR 5; SR 3 2% James Ci	1 Jamesto 4% ty County	2%	0%	С	0.083	F	0.533	24000	G	2003
James City County																
199	0.07	23000	N	92% To:	1%	2%	Villiamsbu 4% Villiamsb	2%	0%	N	0.083	N	0.533	24000	N	2003
City of Williamsburg				'					•							
199	0.09	23000	N	92% To:	1%	2%	ty County 4% Villiamsbu	2%	0%	N	0.083	N	0.533	24000	N	2003
James City County									1							
199	0.11	23000	G	92%	1%	2%	Villiamsbu 4%	2%	0%	С	0.083	F	0.533	24000	G	2003
199	1.44	22000	G	96%	0%	1%	3rookwoo 1%	1%	0%	С	0.085	F	0.543	23000	G	2003
199	1.11	22000	G	93%	0%	1%	4%	2%	0%	С	0.093	F	0.560	23000	G	2003
199	1.19	20000	G	93% To:	0%	1% ounty Line	4%	2%	0% Γrail	С	0.084	F	0.543	22000	G	2003
359	0.27	2500	G	97% To:	1%	1%	onial Pkwy 0% SR 31	0%	0%	С	0.107	F	0.504	2600	G	2003
90003 Colonial Parkway	8.05	6100	0	95% To:	1% W	Jamestow 2% Villiamsbu	n Visitor ( 0%	1%	0%	F	NA			13000	G	2003
City of Williamsburg				From:		I 0		T .								
90003 Colonial Parkway	3.20	6100	0	86% To:	2%	3%	ty County 5% County Li	3%	0%	F	0.091	F		NA		2003
James City County				From:			0110									
600) Six Mount Zion Rd	0.73	190	R	From:			Old Stage				NA			NA		1999
600 Six Mount Zion Rd	1.25	110	G	100%	0%	0%	0%	0%	0%	С	0.221	F	0.667	110	G	2003
600 Six Mount Zion Rd	0.90	110	N	From: 100% To:	0%	0%	Vare Creel 0%  nt County	0%	0%	N	0.221	N	0.667	110	N	2003
601) Barnes Rd	1.38	660	R	From:			ead End				NA			NA		1999
601) Barnes Rd	1.10	270	R	From:		47-	503 South				NA			NA		1999
				To: From:			US 60									4000
601) Barnes Rd	1.80	340	R								NA			NA		1999

					Jan	es City ivi										
Route	Length	AADT	QA	4Tire	Bus	2Axle :				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ames City County				From:		CD 2	031 4		1							
601) Barnes Rd	0.83	530	R			SK 3	0 North				NA			NA		1999
601) 5466 1.46	0.00			To		New Kent	County L	ine								
				From:		York Co	ounty Line	2	1							
602	1.85	6900	R								NA			NA		1999
				To: From:		47	7-609									
602	0.23	1000	R								NA			NA		1999
				To: From:		47-	-1628									
602	0.13	940	R								NA			NA		1999
				To:			-1629		J							
	0.77	000	•	From:	00/		7-610	20/	00/	0	0.005	_	0.500	000	0	2002
603	3.77	820	G	94% To:	0%	4%	0% 60 East	2%	0%	С	0.085	F	0.586	820	G	2003
				From:			60 West									
603)	0.35	620	R								NA			NA		1999
				To: From:		47	7-622									
603	0.35	620	R								NA			NA		1999
				To:		New Kent		ine								
	1.00	120	R	From:		47	7-607				NA			NA		1999
605)	1.00	120	K	To:		Dea	ad End				INA			INA		1999
				From:		47-600 Six N		on Rd								
606)	2.10	610	R	<u> </u>		., 000 5111		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			NA			NA		1999
				To-		47	7-608		1							
606)	1.30	660	R	From:							NA			NA		1999
				To: From:			SOUTH									
600	2.91	500	R	From:		47-607	NORTH				NA			NA		1999
606	2.01	500		т		4= 6463					14/5			IVA		1000
600	1.22	540	R	From:		4/-646 N	Newman R	ld			NA			NA		1999
606	1.22	0.0		To:		47.72	5 MECT		1		10.			147.		1000
606	0.08	400	R	From:		4/-/3	5 WEST				NA			NA		1999
000)	0.00		•••	To:		47.64	2 WEST		<del></del> i							
606	0.09	150	R	From:		47-04.	Z WESI				NA			NA		1999
000)				To		47	7-693									
606)	0.07	280	R	From:		47	7-093				NA			NA		1999
				To		47_64	2 EAST		L							
606	0.24	120	R	From:		47-04	- 1/11/1				NA			NA		1999
000				To:		47-735	5; 47-749									
				From:		U	S 60									
607	0.51	8400	G	95%	0%	3%	1%	2%	0%	С	0.087	F	0.515	8400	G	2003
				From:			7-760		-							
607)	0.38	8100	G	95 <u>%</u>	0%	3%	1%	2%	0%	F	0.09	F	0.512	8000	G	2003
				To: From:		SR 30 I-64 E RA	0 WEST MP: SR 3	0 E								
607	0.09	6800	G	93%	0%	4%	1%	2%	0%	С	0.081	F	0.560	6800	G	2003
				To: From:			7-602									
607)	0.73	3500	G	93%	0%	4%	1%	2%	0%	F	0.087	F	0.602	3500	G	2003
				To			NORTH		].							
607)	1.92	1100	G	93%	0%	4%	1%	2%	0%	F	0.09	F	0.628	1100	G	2003
				To:		47	7-605									
607)	1.85	320	R	From:		*/					NA			NA		1999
				To:		Dea	ad End									

					Jaiii	es City Mairiteir	ance Are	а							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			$^{\circ}$	K Factor	QK	Dir Factor	AAWDT	QW	Year
James City County				From:		47 (00 Sin Manual 7	D.J								
608	2.32	48	R		-	47-600 Six Mount Z	lion Kd			NA			NA		1999
000)				To		47-606									
				From:		FR-136		1							
609	0.23	130	R	-						NA			NA		1999
				To		47-1605		1							
609	0.11	1000	R	From:						NA			NA		1999
				To:		47-602									
609	0.27	330	R	From:		., 002				NA			NA		1999
				To:		47-607 SOUT									
			_	From:		47-607 NORT	H								4000
609)	0.30	370	R	To:		47.606		1		NA			NA		1999
						47-606									
	0.00	440	_	From:		Dead End				NA			NIA		4000
610	0.60	140	R							NA			NA		1999
	4 4 4		_	From:		47-715									4000
610	1.11	300	R							NA			NA		1999
				From:		47-603									
610	3.10	2600	G	95%	0%	3% 1%	1%	0%	С	0.093	F	0.729	2600	G	2003
				Tn·		US 60									
	0.00		_	From:		47-633									4000
611)	0.20	220	R							NA			NA		1999
				To: From:		47-764									
611)	0.10	160	R							NA			NA		1999
				To: From:		0.10 ME 47-76	54								
611)	3.79	1300	R							NA			NA		1999
				From:		47-632									
611)	1.20	1300	R							NA			NA		1999
				To:		47-614									
				From:		47-614									
612) Longhill Rd	1.41	5700	G	96%	0%	2% 1%	1%	0%	F	0.079	F	0.568	5600	G	2003
_				To-		0.30 M FRM 47-	1570								
612	1.96	16000	G	96%	0%	2% 1%	1%	0%	С	80.0	F	0.557	17000	G	2003
<u> </u>				To: From:		47-615									
612)	0.19	14000	R	rion:						NA			NA		1994
				To:		SR 322									
612)	0.27	9100	R	From:						NA			NA		1994
912				To:		WCL Williamsb	ourg								
				From:		SR 5									
613) Brick Bat Road	2.58	360	G	100%	0%	0% 0%	0%	0%	С	0.122	F	0.544	360	G	2003
				To:		47-614 SOUT									
News Bood	2.20	2000	•	From:	00/	47-614 NORT		00/	_	0.000	_	0.552	2000	0	2002
613) News Road	2.20	3800	G	95%	0%	1% 2%	1%	0%	F	0.082	F	0.553	3800	G	2003
$\overline{}$				From:		47-1480									
613)	0.64	6400	G	95%	0%	1% 2%	1%	0%	С	0.09	F	0.638	6300	G	2003
				To:		47-1470; 47-14	80								
One an acceptance Dat	4.00	0700	_	From:	00/	FR-665	40/	00/	_	0.000	_	0.010	2000	0	0000
614) Greensprings Rd	1.99	3700	G	94%	0%	2% 2%	1%	0%	F	0.083	F	0.619	3600	G	2003
				From:		SR 5 WEST SR 5 EAST									
614) Centerville Rd	3.70	5700	G	94%	0%	2% 2%	1%	0%	F	0.086	F	0.558	5600	G	2003
				To											
614) Centerville Rd	2.97	7500	G	From:		47-633 Jolly Pone	u Ka			0.084	F	0.581	7400	G	2003
614) Centerville Rd	2.31	7 300	3	To:		47-1500 Adams Hu	ınt Dr			0.004	•	0.301	7-100	3	2003
						17-1500 Additis fil	யாபா								

					Jan	nes City IV	amtena	nce Are	а							
Route	Length	AADT	QA	4Tire	Bus	2Axle		ıck 1Trail		- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
James City County																
614) Centerville Rd	1.30	6900	G	94% To:	0%	47-1500 A 2% US 60 R	dams Hui 2% ichmond	1%	0%	С	0.084	F	0.585	7300	G	2003
				From:		SR 31 Ja			i							
(615) Ironbound Rd	0.45	1100	R			510 51 50	incstown	Ru			NA			NA		10/10/2001
019				To:		47 691 C	andri Dari	D.I	1							
(615) Ironbound Rd	0.67	7700	G	From: 97%	0%	47-681 S 2%	0%	1%	0%	F	0.083	F	0.52	8200	G	2003
				To:	SR	3; John Ty	ler Memo	rial Hwy								
615) Ironbound Rd	1.45	13000	G	97%	0%	2% 2%	ler Memo	rial Hwy 1%	0%	F	0.078	F	0.516	14000	G	2003
(615) Ironbound Rd	1.43	13000	G	91 /0	0 70				0 70		0.076	1	0.510	14000	G	2003
( Jeanhaund Dd	0.44	4400		From:	00/		News Ro		00/		0.005		0.004	1100		2002
615) Ironbound Rd	0.41	1100	G	97%	0%	2%	0%	1%	0%	F	0.095	F	0.601	1100	G	2003
O				From:	201	Dead End								1000		
615 Ironbound Rd	0.59	1700	G	97% To:	0%	2%	0%	1%	0%	F	0.096	F	0.556	1800	G	2003
				From:		47-616 Strav 47-616; Strav	-									
(615) Ironbound Rd	0.13	7600	G	97%	0%	2%	0%	1%	0%	F	0.09	F	0.510	8100	G	2003
0.9				To		SR 321; M	Ionticello	Δνε								
(615) Ironbound Rd	0.76	9000	G	97%	0%	2%	0%	1%	0%	С	0.082	F	0.547	9500	G	2003
(013)				To:		L Williamsl										
				From:		R 322 SOUT		erminus								
(615) Longhill Connector Rd	0.59	5500	G	97%	0%	2%	0%	1%	0%	F	0.084	F	0.559	5800	G	2003
				From:		SR 32	2 NORTH	I								
(615) Longhill Connector Rd	0.25	6700	G	97%	0%	2%	0%	1%	0%	F	0.087	F	0.573	7100	G	2003
				To:		4′	7-612									
				From:		(	SR 5									
(616)	1.12	6300	G	97%	0%	2%	0%	0%	0%	С	0.088	F	0.523	6600	G	2003
				To:		4	7-615									
$\sim$				From:		De	ad End									
(617)	1.40	150	R								NA			NA		10/24/2001
				From:		4′	7-618									
(617) Lake Powell Rd	1.16	1500	G	91%	0%	4%	3%	2%	0%	С	0.103	F	0.574	1600	G	2003
				To: From:		4′	7-700									
(617)	0.24	560	R								NA			NA		10/24/2001
				To:		De	ad End									
				From:		4′	7-682									
(618)	0.22	100	R	_							NA			NA		10/24/2001
				To: From:		47-671 at Dead End a										
(610)	1.28	80	R			Dead End	ii Lake Po	owen			NA			NA		10/24/2001
618)	1.20	00		To:		47-617 La	ke Powel	l Rd			147 (			14/1		10/2-1/2001
				From:			ad End									
(620)	0.45	70	R			DÇ	ad Liid				NA			NA		1999
(020)				To:		U	S 60									
				From:			7-622		 							
(621)	1.00	230	R								NA			NA		1999
				Tn·		New Ken	County I	Line								
				From:		New Ken	County I	Line								
622	1.30	700	R	-							NA			NA		1999
				To		4'	7-621									
622	1.48	90	R	From:							NA			NA		1999
				To:		47	-1040									
622	0.77	470	R	From:		47	-1040				NA			NA		1999
622				To:		47-601	Barnes R	d						• •• •		. 300
							,,,,,,,									

					Jar	mes City Mainten									
Route	Length	AADT	QA	4Tire	e Bus	Ti 2Axle 3+Axle			(1)(,	K Factor	QK	Dir Factor	AAWDT	QW	Year
James City County															
	0.00	00	P	From:		Dead End				NIA			NIA		10/24/2004
623)	0.09	90	R	To:		99-641 York Coun	ty Line			NA			NA		10/24/2001
				From:		47-650	., 2								
624)	0.10	110	R	<u> </u>		17 030				NA			NA		10/24/2001
				To:		99-641 York Coun	ty Line								
				From:		47-694									
627)	0.05	30	R						1	NA			NA		10/24/2001
				To:		Dead End									
	1.30	640	R	From:		47-615				NA			NA		10/24/200
629	1.50	040	K	To:		SR 5			1	INA			INA		10/24/200
				From:		47-636									
630	0.05	250	R	<u></u>		17 030				NA			NA		1999
				To:		0.05 MW 47-6	36								
630	0.35	30	R	From:		0.05 1.111 17 0	30			NA			NA		1999
				To:		47-761									
				From:		47-610									
631)	3.85	270	R							NA			NA		1999
				From:		47-632			<b>-</b>						
631)	2.10	1400	G	95%	1%		1%	0%	С	0.095	F	0.514	1400	G	2003
				To:		US 60									
$\bigcirc$	4.40	500	_	From:		47-611				NIA			NIA		1000
632	1.49	530	R	To:		47-631				NA			NA		1999
				From:		Dead End									
(633) Bush Neck Rd	3.20	NA		<u> </u>		Dead End				NA			NA		
(000)				To:		47-611 Jolly Pon	d Rd								
O Jally David Dd	0.00	000	_	From:		47-611; Bush Nec	ck Rd			NIA			NIA		4000
633) Jolly Pond Rd	2.20	380	R	To:		47-614 Centervil	la Dd		1	NA			NA		1999
				From:		SR 30	ic Ku								
(634)	0.90	130	R	<u> </u>		SK 30				NA			NA		1999
004				To:		Dead End									
				From:		47-631									
635)	0.23	40	R							NA			NA		1999
				To:		Cul-de-Sac									
$\bigcirc$			_	From:	_	US 60	_								
636	0.14	150	R	To:		47.77		1	1	NA			NA		1999
				From:		47-676									
(620)	0.20	610	R	riom:		Dead End				NA			NA		1999
638)	0.20	010	11	To		47.715			ı	11/1			14/-1		1000
(20)	0.20	720	R	From:		47-615				NA			NA		10/10/2001
638)	0.20	. 20	11	To:		Dead End				11/1			14/-1		10/10/2001
				From:		SR 60									
639	0.60	240	R	<u></u>		5100				NA			NA		1999
				To:		47-746									
639	0.06	140	R	From:		., , 10			1	NA			NA		1999
				To		47-765									
639	0.03	20	R	From:		47-103			1	NA			NA		1999
				To-		Cul-de-Sac									
				From:		Cul-de-Sac									
640	0.31	660	R	_						NA			NA		1999
				To-		47-615									

					oannoo	City Mairiteri	ai 100 7 11 C	<i>.</i>							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
lames City County				From:		47-661		1							
641)	0.27	140	R			4/-001				NA			NA		10/05/200
641)		_		To	47	-669 Gilbert Ada	ms Rd								
				From:		47-606 WEST	Γ	I							
642	0.25	50	R							NA			NA		1999
				To: From:		47-606 EAST									
642)	0.17	47	R							NA			NA		1999
				To- From:		47-693		-							
642)	0.10	70	R							NA			NA		1999
				To:		Dead End									
	0.10	70	R	From:		47-644				NIA			NIA		10/05/20
643)	0.10	70	ĸ	To:	99	-641 York Count	v Line			NA			NA		10/05/200
				From:	,,,	Dead End	y Line								
644)	0.09	70	R	<u> </u>		Dead End				NA			NA		10/05/20
644)				To:		47-643									
644)	0.07	150	R	From:		47-043				NA			NA		10/05/20
044)				То:	99	-641 York Count	y Line								
				From:		US 60									
645)	0.14	380	R							NA			NA		10/05/20
				To:	Yo	ork County Line;	99-603								
<u> </u>				From:		York County Li	ine								
Newman Rd	0.50	1100	G	95%	0%	4% 0%	0%	0%	С	0.102	F	0.698	1100	G	2003
				To: From:	4	7-768 North Cov	e Rd								
646)	1.01	1100	G	95%	0%	4% 0%	0%	0%	F	0.136	F	0.505	1100	G	2003
				To:		47-606									
	0.40		_	From:		47-676									4000
647)	0.46	90	R	To:		47-676				NA			NA		1999
				From:											
648)	0.35	560	R			US 60				NA			NA		10/24/20
046)	0.00		••	То:		47-654 EAST									
$\bigcirc$				From:		47-654 WEST	Γ								
648)	0.20	110	R							NA			NA		10/05/20
<u> </u>				To: From:		47-655									
648)	0.06	300	R			45.600				NA			NA		1994
				To:		47-692									
$\odot$	0.74	430	R	From:		Dead End				NA			NA		1999
649	0.74	430	K	To:		US 60				INA			INA		1999
				From:	47.	-669 Gilbert Ada	ms Rd	1							
650	0.27	110	R	<u> </u>	47	-00) Gilbert Maa	ms rea			NA			NA		10/05/20
000		_		To:		47-624									
650	0.15	60	R	From:		47-024				NA			NA		10/05/200
030)				То:	47	-669 Gilbert Ada	ms Rd								
				From:		SR 143		1							
<del>351)</del>	0.28	60	R			-				NA			NA		10/05/20
$\mathcal{O}_{\mathbf{m}}$				То:		SR 143									
				From:		47-1476									
652) Stanley Dr	0.05	80	R					_		NA			NA		10/10/20
_				To: From:		47-722									
652) Stanley Dr	0.45	230	R							NA			NA		10/10/200
				To: From:		47-713 Hermitage	e Rd								
$\sim$	0.44		_	000/					_					_	0000
652) Stanley Dr	0.11	970	G	99%	0%	0% 0%	0%	0%	С	0.102	F	0.65	970	G	2003

					00	ies City Mairiteria									
Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle			ίνι,	K Factor	QK	Dir Factor	AAWDT	QW	Year
James City County				From:		47-689									
653	0.10	120	R			47-007				NA			NA		10/10/2001
				To: From:		47-688									10/10/000/
653	0.07	230	R			45.00				NA			NA		10/10/2001
(653)	0.13	440	R	From:		47-687				NA			NA		10/10/2001
				To:		SR 5									
(FA)	0.28	470	R	From:		US 60				NA			NA		10/24/2001
654)	0.20	470		To		47-648 SOUTI	1			1471			147 (		10/24/2001
654)	0.04	460	R	From:						NA			NA		10/24/2001
	0.05	400		From:		47-648 NORTI	Н								10/04/0004
654)	0.05	480	R	To:		47-692				NA			NA		10/24/2001
				From:		US 60									
655)	0.32	250	R	To		47-648				NA			NA		1994
				From:		47-675 EAST									
656	0.09	660	R			., ,,,				NA			NA		1994
	0.45			From:		US 60 EAST									10/01/0001
656	0.15	430	R	т.,		47.77				NA			NA		10/24/2001
656	0.48	350	R	From:		47-667				NA			NA		10/24/2001
				From:		US 60 WEST									
656	0.07	390	R							NA			NA		1994
	0.05	410	R	From:		47-675 WEST				NA			NA		1994
656		•		To		47-660									
656	0.16	420	R	From:						NA			NA		1994
	0.04			To: From:		47-663									1001
656	0.04	310	R	To:		Cul-de-Sac				NA			NA		1994
				From:		Dead End									
657	1.30	210	R	To:		US 60				NA			NA		1999
				From:		47-612; 47-151	7								
658	0.91	9400	G	97%	0%	1% 1%	1%	0%	С	0.088	F	0.507	10000	G	2003
	0.27	10000	G	From: 97%	0%	47-1513 King Willia 1% 1%	am Dr 1%	0%	F	0.09	F	0.514	11000	G	2003
658	0.21	10000		To:	0 70	47-1514 Chisel Ru		070	'	0.09	'	0.514	11000	0	2003
658)	0.18	10000	G	97%	0%	1% 1%	1%	0%	F	0.088	F	0.518	11000	G	2003
				To:		US 60									
659	1.25	20	R	From:		Dead End				NA			NA		1999
				To:		47-631									
600	0.04	330	R	From:		47-656				NA			NA		1994
660)	0.04	550	11	To:		Cul-de-Sac				1 1/-1			INA		1004
	2.22		_	From:		47-669 Gilbert Adar	ms Rd								40/05/000:
661)	0.22	290	R	Too		18				NA			NA		10/05/2001
661)	0.04	460	R	From:		47-641				NA			NA		10/05/2001
				To		47-662 SOUTI	I								

					James City Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- C K QK Dir Factor Factor	AAWDT QW	Year
James City County				From:	47-662 SOUTH			
661)	0.09	480	R		47-002 500 111	NA	NA	10/05/2001
				To: From:	47-662 NORTH			
661)	0.10	710	R	To	99-641 York County Line	NA	NA	10/05/2001
				From:	47-661 SOUTH			
662	0.09	60	R		4/-001 SOUTH	NA	NA	10/05/2001
				To: From:	47-661 NORTH			
662	0.12	810	R	To:	GD 140	NA	NA	10/05/2001
					SR 143			
<u></u>	0.08	170	R	From:	47-656	NA	NA	1994
663	0.00	170	IX	To:	47-655	IVA	INA	1994
				From:	Dead End			
665)	0.15	60	R	J	Dead End	NA	NA	1999
				To:	47-631			
				From:	Cul-de-Sac			
666	0.04	50	R			NA	NA	10/10/2001
				To: From:	47-697			
(666)	0.09	150	R			NA	NA	10/10/2001
				To-	47-722			
666	0.07	190	R	110111		NA	NA	10/10/2001
				To	47-720			
666	0.18	330	R	From:		NA	NA	10/10/2001
				To	0.18 ME 47-720			
666)	0.23	530	R	From:		NA	NA	10/10/2001
				To:	SR 5			
				From:	Dead End			
(667)	0.30	540	R	_		NA	NA	10/05/2001
				To:	47-656			•
			_	From:	47-669 Gilbert Adams Rd			
668	0.21	160	R	To	00 (41, 00 (69 V-d- C	NA	NA	10/05/2001
				P	99-641; 99-668 York County Line			
(669) Gilbert Adams Rd	0.10	840	R	From:	SR 143 Merrimac Trail	NΔ	NΔ	10/05/2001
669 Clibert Additis No	0.10	840	1			NA	NA	10/03/2001
(669) Gilbert Adams Rd	0.09	650	G	From: 99%	47-661 Jackson Dr 0% 0% 0% 0% 0%	C 0.105 F 0.672	650 G	2003
669 Gilbert Adams Rd	0.09	650	G	9970		C 0.105 F 0.072	050 G	2003
Cilhart Adama Dd	0.04	640	В	From:	47-641 Tyler Dr	NΙΛ	NIA.	10/05/2001
669 Gilbert Adams Rd	0.04	610	R	_		NA	NA	10/05/2001
Oille and Adama Bd	0.00	500		From:	47-668 Madison Rd	NIA.		40/05/0004
669 Gilbert Adams Rd	0.02	560	R	_		NA	NA	10/05/2001
				From:	47-650 SOUTH			
669	0.11	480	R			NA	NA	10/05/2001
				To: From:	47-650 NORTH			
669	0.04	450	R		00 (41 )/ 1 (2 ) 4 1/	NA	NA	10/05/2001
				10.	99-641 York County Line			
	0.10	100	ь	From:	SR 31; 47-682	NΙΔ	NΛ	10/11/2004
670	0.10	100	R			NA	NA	10/11/2001
	0.11	00		From:	47-671 WEST	NIA.	- N. A	40/44/0001
670	0.11	30	R	To:	47-671 EAST	NA	NA	10/11/2001
				From:				
<b>671</b> )	0.11	140	R	····	47-682	NA	NA	10/11/2001
071)	0.11			To:	47-670 WEST			. 5. 1 11 200 1
					<u> </u>			

Route	Length	AADT	QA	4Tire	James City Maintenance Area Truck Bus	()(:	QK	AAWDT Q\	W Year
James City County					2Axle 3+Axle 11rail 21rail	Factor	Factor		
	0.15	120	R	From:	47-670 WEST	NA		NA	10/11/200
(671)				To:	47-670 EAST	<u> </u>			
671)	0.10	30	R	From:	17 070 EAST	NA		NA	10/11/200
				To	47-618				
(270)	0.06	860	R	From:	47-615	NA NA		NA	10/10/200
672	0.00			To:	47-763			101	10/10/200
672	0.24	1300	R	From:	47-103	NA		NA	10/10/200
				From:	47-740	]			
672	0.06	400	R			NA		NA	10/10/200
	0.30	170	R	From:	47-741	NA		NA	10/10/200
672)	0.50	170	IX.	To:	Cul-de-Sac			IVA	10/10/200
				From:	Dead End				
673	0.03	60	R			NA		NA	1999
				From:	47-1011	]			
673)	0.09	70	R			NA		NA	1999
	0.55	190	R	From:	47-1010	NA		NA	1999
673)	0.55	190	ĸ	To:	47-715	INA I		INA	1999
				From:	Dead End				
674)	0.31	100	R			NA		NA	1999
				To:	47-746				
(27E)	0.10	90	R	From:	US 60	NA NA		NA	10/24/200
675)	0.10	30	K	To:	CONTINUE	1		IVA	10/24/200
675)	0.13	80	R	From:	SOUTH LEG	NA		NA	10/24/200
019				To:	47-656				
( <del></del>	0.10	100	R	From:	N LEG 47-675	NA NA		NA	10/24/200
675	0.10	100		To:	47-656 NORTH			IVA	10/24/200
				From:	Dead End				
676)	0.03	110	R			NA		NA	1999
				From:	47-684	}			
676	0.02	520	R			NA		NA	1999
	0.00	640		From:	47-647	NIA.		NIA	4000
676)	0.06	610	R		17.00	NA 1		NA	1999
676	0.07	680	R	From:	47-690	NA		NA	1999
676)				To:	47-647	<u> </u>			
676)	0.04	920	R	From:	47-047	NA NA		NA	1999
				To	47-684				
676)	0.06	1000	R	From:		NA		NA	1999
				To: From:	US 60	<del> </del>			
676)	0.06	170	R	To:	AT (2)	NA I		NA	1999
				From:	47-636				
677	0.07	2300	R	From:	SR 143	NA NA		NA	10/05/200
011)				To:	York County Line				10/00/200
				From:	Cul-de-Sac				
678)	0.36	250	R	_		NA		NA	10/05/200
				To:	47-614				

						ies City Maintena									
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	ıck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
James City County				From:		US 60		ī							
679	0.16	90	R	<u> </u>		05 00		I		NA			NA		1999
				To-		47-622									
$\bigcirc$				From:		47-614									
680	0.39	2900	R							NA			NA		1999
	0.40		_	From:		SR 31 SOUTH				NI A			NIA.		40/40/000
(680)	0.19	60	R	To:		SR 31 NORTH		1		NA			NA		10/10/200
				From:		Dead End		i							
681)	0.35	120	R							NA			NA		10/10/200
				To: From:		SR 31		1							
(681) Sandy Bay Rd	0.27	6000	G	97%	0%	2% 0%	1%	0%	С	0.089	F	0.507	6400	G	2003
				To:		47-615									
$\bigcirc$	0.00	700		From:		Dead End				NIA			NIA		40/40/000
682	0.93	780	R							NA			NA		10/10/200
	0.55	1000	R	From:		47-1457				NA			NA		10/10/200
682	0.55	1000	K	To:		SR 31				INA			INA		10/10/200
				From:		47-676									
684)	0.05	400	R			., ., .				NA			NA		1999
				To: From:		47-685									
684)	0.28	60	R	From:						NA			NA		1999
				To:		47-676									
$\bigcirc$				From:		Cul-de-Sac									1000
685	0.17	280	R	To:		47-684				NA			NA		1999
				From:		SR 143		<u>l</u>							
(686)	0.13	270	R	<u> </u>		SK 143				NA			NA		10/05/2001
000				To:		99-677 York County	Line								
				From:		47-722 SOUTH									
(687)	0.02	230	R							NA			NA		10/10/2001
<u> </u>				From:		47-722 NORTH		ŀ							
687)	0.06	100	R							NA			NA		10/10/2001
$\bigcirc$				To: From:		47-720		-							10/10/000
687	0.09	110	R							NA			NA		10/10/200
	0.10	110	R	From:		47-689				NA			NA		10/10/2001
687	0.10	110	K	. —						INA			INA		10/10/200
(07)	0.18	610	R	From:		47-688				NA			NA		10/10/200
687)	0.10	010	1	To:		47-653				INA			14/5		10/10/200
				From:		47-653									
688	0.12	30	R							NA			NA		10/10/2001
				To:		47-687									
$\bigcirc$	0.40		_	From:		47-653									40/40/000
689	0.12	60	R	To:		47-687				NA			NA		10/10/2001
				From:		Cul-de-Sac									
(690)	0.10	220	R	<u> </u>		Cui-uc-5dc				NA			NA		1999
				To:		47-676									
				From:		SR 5									
691)	0.09	20	R	T		18 ccc				NA			NA		10/10/2001
				From:		47-666									
692)	0.40	310	R	r tom.		47-648				NA			NA		1994
(Uガム)	0.40	3.0	• • •	To:		47-654									1004

					Jam	es City Mainten	ance Area							
Route	Length	AADT	QA	4Tire	Bus		ruck e 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
James City County							- 111011 211011		1 40101		1 40101			
	0.15	180	R	From:		47-606			NA			NA		1999
(693)	0.10	100	• • • • • • • • • • • • • • • • • • • •	To		47-642			14/ (			147.		1000
				From:		47-695	j							
694)	0.18	30	R	·					NA			NA		10/11/2001
				From:		47-627	-							
694)	0.08	90	R						NA			NA		10/11/2001
	0.05	070	_	From:		47-695			NIA.			NIA.		40/44/000
694)	0.05	270	R	To:		SR 31			NA			NA		10/11/200
				From:		47-694	1							
695)	0.27	120	R			47-074			NA			NA		10/11/200
				То:		47-694								
				From:		47-606								
696	2.10	80	R	To:					NA			NA		1999
				From:		Dead End								
607	0.08	100	R	From:		47-666			NA			NA		10/11/200°
697	0.00	100		To		Cul-de-Sac	1		INA			14/5		10/11/200
				From:		Dead End								
698)	0.04	40	R						NA			NA		10/11/200
				To:		47-617 Lake Pow	ell Rd							
$\bigcirc$				From:		Dead End								1000
699	0.50	80	R	To:		US 60			NA			NA		1999
				From:		Dead End								
(700) Brookwood Dr	0.13	1400	G			Dead End			0.092	F	0.614	1400	G	2003
(100)				To		47-617 Lake Pow	ell Rd							
(700) Brookwood Drive	0.08	9000	G	From:		17 OT Lake Tow	en rea		0.096	F	0.53	9500	G	2003
				То:		SR 199								
				From:		47-703								
(701)	0.05	90	R	То:					NA			NA		10/10/2001
						Cul-de-Sac								
(702)	0.02	40	R	From:		Dead End			NA			NA		10/10/200°
702	0.02	40	• • • • • • • • • • • • • • • • • • • •	To:		45.502			1471			147.		10/10/200
702)	0.15	200	R	From:		47-703			NA			NA		10/10/200°
(102)	00			To:		47-617 Lake Pow	ell Rd							
				From:		47-702								
703)	0.06	130	R	<u>-</u>			_		NA			NA		10/10/2001
				From:		47-704								
703	0.10	950	R						NA			NA		10/11/2001
				To: From:		47-701	}-							
703	0.05	1000	R	To:		45 500			NA			NA		10/11/2001
				To:		47-700	<u> </u>							
704)	0.07	100	R	From:		Dead End			NA			NA		10/11/2001
104)				To:		47 710								
(704)	0.27	360	R	From:		47-710			NA			NA		10/11/2001
(704)	·			To:		47-703			•					
				From:		New Kent County	/ Line							
705)	0.29	210	R						NA			NA		1999
				To:		47-601 Barnes	Rd							

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- K QC Factor	QK Dir Factor	AAWDT (	QW Year
James City County				From:	47-706				
706	0.15	140	R		4/-/06	NA		NA	10/11/2001
				To: From:	47-719 SOUTH				
706	0.21	80	R			NA		NA	10/11/2001
	0.08	230	R	From:	47-719 NORTH	NA		NA	10/11/2001
706)	0.06	230	K	To:	47 70/ NORTH	INA		INA	10/11/2001
706	0.15	190	R	From:	47-706 NORTH	NA		NA	10/11/2001
(706)	0.09	690	R	From:	47-707	NA		NA	10/11/2001
				To:	SR 31				
(707)	0.11	120	R	From:	Dead End	NA		NA	10/24/2001
707)	0.11	120		To:	47-706	INA		INA	10/24/2001
				From:	Cul-de-Sac				
(708)	0.13	270	R	To:	00 (77 ) 1 0 4 1	NA		NA	10/24/2001
				From:	99-677 York County Line				
709	0.22	200	R	<u></u>	47-724	NA		NA	10/24/2001
				To:	47-617 Lake Powell Rd				
$\bigcirc$	A 1-		_	From:	47-704				1010110001
710	0.17	130	R	To:	Dead End	NA		NA	10/24/2001
				From:	47-786				
710	0.06	30	R	To:	Cal de Car	NA		NA	10/24/2001
				From:	Cul-de-Sac				
712	0.10	370	R	rioin.	SR 5	NA		NA	10/05/2001
(712)				To	47-714				
712	0.10	210	R	From:	17 711	NA		NA	10/05/2001
				To: From:	47-713				
(712)	0.23	150	R			NA		NA	10/05/2001
				To-	Dead End				
(712)	0.06	150	R	From:	47-652 Stanley Dr	NA		NA	10/05/2001
713)	0.00		• • • • • • • • • • • • • • • • • • • •	To	47-714	101			10/00/2001
713	0.09	60	R	From:	47-714	NA		NA	10/05/2001
				To:	47-712				
$\bigcirc$				From:	47-713				
714)	0.06	60	R	To:	47-712	NA		NA	10/05/2001
				From:	Dead End				
715)	0.28	90	R	<u> </u>	Doug Lind	NA		NA	1999
				To: From:	47-716				
715)	0.65	460	R			NA		NA	1999
	0.33	1300	R	From:	47-1014	NA		NA	1999
715	0.00			To	47-1009	14/1		14/1	1000
715)	0.95	1600	R	From:	4/-1007	NA		NA	1999
				To:	47-610				
				From:	47-715				
716	0.14	200	R			NA		NA	1999
	0.07	60		To: From:	47-1008	N I A		NΙΛ	1000
716	0.07	60	R	To:	47-1007	NA		NA	1999
					1/ 100/				

Route	Length	AADT	QA	4Tire	Bus 2Avia 21 Avia 1 Trail 2 Trail	K QK Dir	_ AAWDT QW	Year
James City County					ZAXIE STAXIE ITTAII ZITAII	Factor Factor	r	
(716)	0.06	100	R	From:	47-1007	NA NA	NA	1999
(716)				To:	47-1014			
716	0.30	260	R	FIOII.		NA	NA	1999
				From:	47-737	<del> </del>		1000
716	0.27	230	R	To:	Cul-de-Sac	NA 	NA	1999
				From:	47-732			
717	0.20	130	R			NA	NA	10/10/2001
	0.40	250	_	From:	0.20 MN 47-732	NIA	NIA	40/40/2004
717)	0.12	250	R	To:	45 505	NA	NA	10/10/2001
717	0.04	60	R	From:	47-727	NA	NA	10/10/2001
				To:	Dead End			
$\bigcirc$	0.00	400		From:	47-727	NIA	NIA	40/40/0004
718	0.09	130	R	To	Dead End	NA 	NA	10/10/2001
				From:	47-706			
719	0.06	90	R	To:	47.707	NA	NA	10/10/2001
				From:	47-706 47-666			
720	0.19	60	R		47-000	NA NA	NA	10/10/2001
				To:	47-687			
$\bigcirc$	0.00	440		From:	47-614	NIA	NIA	4000
721)	0.28	140	R	To:	Cul-de-Sac	NA I	NA	1999
				From:	47-666			
722	0.17	670	R		45 co 5 D 1 cm	NA	NA	10/10/2001
				From:	47-687 EAST 47-687 WEST			
722	0.07	170	R			NA	NA	10/05/2001
				To:	47-652 Stanley Dr			
(723)	0.30	210	R	From:	Dead End	l NA	NA	1999
(723)				To:	US 60			
				From:	47-709			
(724)	0.13	60	R			NA	NA	10/05/2001
	0.07	180	R	From:	47-725	NA	NA	10/05/2001
(724)	0.07	100	K	To:	47-617 Lake Powell Rd	INA 	INA	10/03/2001
				From:	47-1330			
725)	0.14	60	R	To:	47.704	NA	NA	10/05/2001
				From:	47-724			
726	0.03	80	R	r toin.	47-1401	NA NA	NA	10/05/2001
(720)				To:	47-734			
726	0.33	130	R	From:		NA	NA	10/05/2001
				To:	47-727			
(727)	0.01	110	R	From:	Dead End	NA	NA	10/11/2001
727)	0.01			To:	47-732		147.	10, 11,2001
727	0.05	300	R	From:	41-134	NA	NA	10/11/2001
				To- From:	47-718			
727)	0.14	380	R			NA	NA	10/11/2001
				To:	47-717			

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC K Factor	QK Dir Factor	AAWDT C	QW Year
James City County				From:	47-717				
727)	0.02	610	R	<u></u>		NA		NA	10/11/200
				To: From:	0.03 ME 47-717				
727)	0.16	400	R			NA		NA	10/11/200
	0.00	500		From:	47-734	NIA.			40/44/000
727)	0.08	560	R	To:	SR 31	NA I		NA	10/11/200
				From:	47-729 SOUTH				
728)	0.09	270	R	<u></u>		NA		NA	10/11/200
				To: From:	47-729 NORTH				
728)	0.07	290	R	т.,	an 44	NA		NA	10/11/200
				To: From:	SR 31				
(720)	0.20	90	R	FIOIII.	47-728 SOUTH	l NA		NA	10/11/200
729	0.20		• • • • • • • • • • • • • • • • • • • •	To:	47-728 NORTH	1.0.		177	10/11/200
				From:	47-613 News Road				
730	0.28	270	R			NA		NA	1999
				To:	Dead End				
(724)	0.14	140	R	From:	47-732	l NA		NA	10/11/200
731)	0.11		• • •	To:	47-717	101			10/11/200
				From:	Dead End				
732	0.05	40	R			NA		NA	10/11/200
				To: From:	47-717				
(732)	0.10	80	R			NA		NA	10/11/200
				From:	0.10 MN 47-717				40444000
(732) (732)	0.14	150	R	To:	47-727	NA I		NA	10/11/200
				From:	Dead End				
733	0.15	80	R	<u> </u>	Dead Life	NA NA		NA	10/11/200
				To:	47-629				
$\bigcirc$				From:	47-726				40444000
734)	0.27	110	R	To:	47-727	NA I		NA	10/11/200
				From:	47-606 WEST				
(735)	0.50	220	R		47-000 WEST	NA		NA	1999
				To:	47-606 E; 47-749				
$\bigcirc$				From:	47-603				
736	0.21	180	R	To:	Dead End	NA I		NA	1999
				From:	47-716				
737)	0.95	190	R		4/-/10	NA		NA	1999
				To:	47-1014				
$\bigcirc$				From:	47-606; 47-735				
739	0.08	46	R	To:	Cul-de-Sac	NA I		NA	1999
				From:	47-672				
740	0.03	170	R	<u> </u>	7/-0/2	NA NA		NA	10/10/2001
				To	47-762				
(740)	0.12	200	R	From:	52	NA		NA	10/10/200
				To:	47-741				
$\bigcirc$		465	_	From:	47-672				10/10/05
741)	0.09	120	R	To	47-740	NA I		NA	10/10/2001
					4/-/ <del>4</del> U				

					James City Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruck	(.)(;	K Factor	QK	Dir Factor	AAWDT	QW	Year
lames City County				From:	47 612 Navys Pood	Ī						
742) Old News Rd	0.74	860	G		47-613 News Road		0.106	F	0.884	850	G	2003
142				To:	47-615; 47-1380 Ironbound Rd							
				From:	Cul-de-Sac	]						
743)	0.07	70	R	_		_	NA			NA		10/10/20
				To:	99-603 York County Line							
740	1.50	850	R	From:	SR 30 WEST; FR-827		NA			NA		1999
746	1.50	000		To:	CD 2014D	_	INA			INA		1555
746	1.30	850	R	From:	SR 30 MID		NA			NA		1999
746	1.00			To:	SR 30 EAST							1000
				From:	Cul-de-Sac							
747)	0.34	1400	R			_	NA			NA		10/10/20
				To:	WCL Williamsburg	<u> </u>						
	0.45		_	From:	Dead End							40/05/00
748)	0.15	60	R	To:	99-642 York County Line		NA			NA		10/05/20
				From:		1						
749	0.26	40	R	<u> </u>	Cul-de-Sac		NA			NA		1999
149				To:	47-606; 47-735							
				From:	Dead End							
750)	0.25	250	R				NA			NA		10/05/20
				To:	99-641 York County Line							
	0.40	4=0	_	From:	47-746							1000
751)	0.40	470	R			_	NA			NA		1999
	0.40	400	_	To: From:	47-1625	_						1000
751)	0.13	130	R	To:	Dead End	7	NA			NA		1999
				From:	SR 143	1						
753)	0.13	290	R	<u> </u>	SK 143		NA			NA		10/05/20
.00				To:	99-677 York County Line	1						
				From:	US 60							
754)	0.38	700	R	_		_	NA			NA		1999
				To:	Dead End							
$\bigcirc$	0.64	4400	ь.	From:	FR-137		NA			NIA		1000
755	0.64	1100	R	To:	SR 30	7	INA			NA		1999
				From:	47-746	1						
756	0.42	240	R		17 710	<b>⊒!</b>	NA			NA		1999
				To:	47-1624							
				From:	Dead End							
757)	0.14	130	R	To:		_	NA			NA		10/05/20
					47-641							
750	0.48	300	R	From:	Dead End		NA			NA		1999
758)	0.40	000	• • • • • • • • • • • • • • • • • • • •	To	47-607	7	147 (			14/ (		1000
				From:	US 60	1						
759	0.55	540	R			_	NA			NA		1999
				To:	Dead End							
			_	From:	Dead End							
760)	0.21	510	R				NA			NA		1999
				To: From:	47-1640							
760	0.07	890	R	Te	47.607	_	NA			NA		1999
				To:	47-607							

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC K Factor	QK Dir Factor	AAWDT Q	V Year
James City County				From:	US 60				
761)	0.22	2000	R			NA		NA	1999
	0.04	40		To: From:	47-630	N/A		NIA	40/05/0004
761)	0.04	10	R	To	Dead End	NA 		NA	10/05/2001
				From:	47-615				
762	0.14	470	R	To:	47-740	NA I		NA	10/10/2001
				From:	47-615				
763)	0.23	140	R			NA		NA	10/24/2001
				To:	47-672				
764)	0.31	80	R	From:	47-611	l NA		NA	1999
(104)				To	Cul-de-Sac				
$\bigcirc$	0.04			From:	47-639				1000
765	0.04	48	R	To:	Cul-de-Sac	NA I		NA	1999
				From:	Dead End				
766	1.03	49	R		47.610	NA		NA	1999
				From:	47-610  Dead End				
767	0.32	200	R		Dead End	NA NA		NA	1999
				To:	47-631				
	0.05	90	R	From:	Cul-de-Sac	NA		NA	1999
768)	0.05	30	K	To:	47-769	INA L		INA	1999
768)	0.19	150	R	From:	47-707	NA		NA	1999
				To:	47-646 Newman Rd				
	0.21	NA		From:	Cul-de-Sac	NA		NA	
769	0.21	IVA		To:	47-768	INA L		INA	
769	0.11	60	R	From:	47-708	NA		NA	1999
				To:	Cul-de-Sac				
	0.06	110	R	From:	47-746	NA		NA	1999
770	0.00	110		To:	47-772	14/4		IVA	1000
				From:	47-746				
771)	0.06	50	R	To:	47-772	NA I		NA	1999
				From:	47-771				
772	0.10	60	R	<u></u>		NA		NA	1999
				From:	47-770				
(772)	0.10	47	R	To:	Cul-de-Sac	NA I		NA	1999
				From:	47-769				
773	0.04	NA			., 705	NA		NA	
				To:	Cul-de-Sac				
	0.13	70	R	From:	Cul-de-Sac	NA NA		NA	1999
775	0.13	70	IX.	To:	47-631	IN/A		IVA	1999
				From:	47-614				
776	1.35	1400	R	To:	an c	NA		NA	10/24/2001
				From:	SR 5				
777	0.14	40	R	val.	Dead End	l NA		NA	10/24/2001
				To:	47-766				

					James City Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K C	OK Dir AAWDT Factor	QW Year
James City County				From:	Cul-de-Sac			
780	0.12	100	R		Cui-ue-sac	NA	NA	1994
				To	47-616			
$\bigcirc$				From:	Dead End			
785	0.36	30	R	To:	47 (46 Names p. 1	NA	NA	1999
				From:	47-646 Newman Rd			
(786)	0.07	50	R		Cul-de-Sac	NA	NA	10/24/200
700)				To:	47-710			
				From:	47-704			
787)	0.07	60	R	To:	0.1.1.0	NA	NA	10/24/200
				From:	Cul-de-Sac			
700	0.03	30	R	FIOIII.	47-671	NA	NA	10/11/200
790	0.00		• • • • • • • • • • • • • • • • • • • •	To:	Cul-de-Sac	101	101	10/11/200
				From:	47-715			
795)	0.32	40	R			NA	NA	1999
<u> </u>				To:	47-716			
_	0.11	110	R	From:	47-1018	NA	NA	1999
(1001)	0.11	110	ĸ			INA	INA	1999
	0.20	250	R	From:	47-1017	NA	NA	1999
1001)	0.20	200		To:	47 1015	N/A	14/1	1333
1001)	0.20	300	R	From:	47-1015	NA	NA	1999
1001)	0.20			To:	47-1005			
1001)	0.14	440	R	From:	47-1003	NA	NA	1999
				To:	47-1004			
1001)	0.07	600	R	From:	77-100-	NA	NA	1999
				To: From:	0.07 MN 47-1004			
1001	0.65	640	R	From:		NA	NA	1999
				To: From:	US 60			
1001)	0.15	1100	R			NA	NA	1999
				To:	Dead End			
	0.31	360	R	From:	Dead End	NA	NA	1999
1002	0.51	300	K		47.400	INA	IVA	1999
(1003)	0.06	380	R	From:	47-1003	NA	NA	1999
1002				To	110 40			
1002	0.10	520	R	From:	US 60	NA	NA	1999
				To:	Dead End			
				From:	47-1001			
1003	0.07	170	R			NA	NA	1999
				To:	47-1002			
	0.25	240	В	From:	Cul-de-Sac	NA	NA	1999
1004	0.25	210	R	To:	47-1001	INA	NA	1999
				From:	Cul-de-Sac			
1005	0.19	130	R			NA	NA	1999
				To:	47-1001			
$\bigcirc$			_	From:	47-716			
1007	0.11	40	R	To:	Cul-de-Sac	NA	NA	1999
				From:				
1008	0.13	60	R		Dead End	NA	NA	1999
			• =	To:	47-716			

Route	l anath	ΔΔΩΤ	ΩΛ	4Tire	Truck	- QC K QK	Dir AAWDT QW	Year
James City County	Length	ראטו	ųА	71116	Bus 2Axle 3+Axle 1Trail 2Trail	Factor GK	actor AAWD1 QW	ı cai
				From:	47-715	<u> </u>		
(1009)	0.44	150	R	To	Dead End	NA 1	NA	1999
				From:	47-673	<u> </u>		
1010	0.14	30	R	<u></u>		NA	NA	1999
				To: From:	47-1012			
1011)	0.17	47	R	FIOIII.	47-673	I NA	NA	1999
				To:	47-1012	]		
$\bigcirc$	0.09	10	R	From:	47-673	NA	NA	1999
1012	0.09	10	ĸ	To:	Dead End; Gap Terminus	INA ]	IVA	1999
$\bigcirc$	0.07	70	R	From:	47-1011	NA	NA	1999
1012	0.07	70	ĸ	To:	47-1010	NA ]	INA	1999
$\bigcirc$	0.09	60	-	From:	47-1013 Gap Terminus	NA	NA	1999
1012	0.09	60	R	To:	Cedar Drive	NA ]	INA	1999
_				From:	47-715			
1013	0.40	90	R	To:	River Road	NA 1	NA	1999
				From:	47-716	<u> </u>		
1014	0.30	300	R	<u></u>	., ,,,,,	NA	NA	1999
				To: From:	47-737	]		
1014	0.09	450	R			NA -	NA	1999
	0.27	320	R	From:	47-1016	NA	NA	1999
1014)	0.21	320		To:	47-715	]	INA	1999
				From:	Cul-de-Sac			
1015	0.15	140	R	To:	47-1001	NA 1	NA	1999
				From:	47-1001			
1016)	0.20	70	R			NA	NA	1999
				To:	Cul-de-Sac			
(1017)	0.51	260	R	From:	Cul-de-Sac	I NA	NA	1999
				To:	47-1001			
$\bigcirc$	0.07	00	_	From:	Cul-de-Sac	N/A	NIA	4000
1018)	0.07	80	R	т	47,1001	NA 1	NA	1999
1018	0.19	130	R	From:	47-1001	NA	NA	1999
			-	To:	Cul-de-Sac	1		
$\bigcirc$	0.47	A1A		From:	Cul-de-Sac/	NIA	NIA	
1019	0.17	NA		To:	47-00754(B)/	NA ]	NA	
				From:	Cul-de-Sac			
1020	0.07	60	R			NA	NA	1999
~	0.05	400		To: From:	47-1022 SOUTH	)	NIA	4000
1020	0.05	130	R	т	47.1022	NA 1	NA	1999
(1020)	0.14	NA		From:	47-1023	NA	NA	
				To	47-1021	}		
(1020)	0.08	170	R	From:	.,	NA	NA	1999
				To: From:	47-1022 NORTH	}		
1020	0.29	420	R	To:	US 60	NA 1	NA	1999
				1	US 00	l .		

					James City Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- K QK Dir Factor Factor	ΔΔΙΛ/ΙΙΙ (ΙΙΛΛ	/ Year
James City County				From:	47 1020			
(1021)	0.05	90	R	11011.	47-1020	l NA	NA	1999
(1021)				To	47-1022	,		
				From:	Cul-de-Sac			
1022	0.05	40	R			NA	NA	1999
				To: From:	47-1020 SOUTH			
1022	0.15	70	R			NA	NA	1999
_				From:	47-1021			
(1022)	0.12	30	R	т.,	4 <b>-</b> 40-0 VOD WY	NA	NA	10/02/200
				To: From:	47-1020 NORTH			
	0.05	45	R	From:	Cul-de-Sac	l NA	NA	10/02/200
1023	0.05	40	K	To:	47-1020	INA	INA	10/02/200
				From:	47-1020			
1024	0.06	80	R	<u> </u>	47-1020	NA NA	NA	10/02/200
				To:	Cul-de-Sac			
				From:	47-00603(B)/			
(1025)	0.36	NA				NA	NA	
				To-	Cul-de-Sac/			
$\bigcirc$				From:	47-631			10/00/000
1027	0.03	740	R			NA	NA	10/02/200
<u> </u>				From:	47-1028			
(1027)	0.06	90	R	To		NA I	NA	10/02/200
					Cul-de-Sac			
	0.05	110	R	From:	Cul-de-Sac	l NA	NA	10/02/200
1028	0.05	110	K	_		IN/A	INA	10/02/200
$\bigcap$	0.00	260	R	From:	47-1029	NA	NIA	10/02/200
1028	0.09	360	ĸ			NA	NA	10/02/200
$\overline{}$	0.04	00	_	From:	47-1027	NA	NIA.	40/00/200
(1028)	0.04	90	R	To:	Cul-de-Sac	NA I	NA	10/02/200
				From:	47-1028			
(1029)	0.10	180	R		47-1020	NA NA	NA	10/02/200
1020				To:	Cul-de-Sac			
				From:	47-1031			
1030	0.76	480	R			NA	NA	10/02/200
				To:	US 60			
$\bigcirc$				From:	Dead End			
1031)	0.11	90	R			NA	NA	10/02/200
				From:	47-1030			
1031)	0.07	100	R	Too		NA	NA	10/02/200
				To:	Dead End			
	0.10	NA		From:	47-00715(B)/	l NA	NA	
1032	0.10	IVA		To:	Dead End/	INA 	INA	
				From:	47-649			
(1037)	0.16	490	R	<u> </u>	7/707/	NA	NA	10/02/200
0				To	47-1038 WEST			·
1037	0.07	330	R	From:	T/-1050 WEG1	NA	NA	10/02/200
				To:	47-1038 EAST			
(1037)	0.13	30	R	From:	7/-1030 EAST	NA	NA	10/02/200
				To	Cul-de-Sac		<u> </u>	
				From:	47-1037 WEST			
1038	0.28	110	R			NA	NA	10/02/200
$\cup$				To:	47-1039 SOUTH			

					darries city maintenance ruca			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QK Dir Pactor Factor Factor	ΔΔΙΛ/ΙΙΙ (ΙΙΛ/	Year
James City County				From:	47-1039 SOUTH			
1038	0.11	180	R	<u> </u>	47-1037 BOOTH	NA	NA	10/02/2001
				To:	47-1039 NORTH			
1038	0.03	350	R	From:		NA	NA	10/02/2001
				To-	47-1037 EAST			
$\bigcirc$			_	From:	47-1038 SOUTH			
1039	0.26	90	R	To	47-1038 NORTH	NA	NA	10/02/2001
				From:				
(1040)	0.10	360	R		47-1041	NA	NA	10/02/2001
(1040)				To:	47-622			
				From:	Dead End			
(1041)	0.11	170	R			NA	NA	10/02/2001
				To: From:	47-1040			
(1041)	0.06	170	R	110111.		NA	NA	10/02/2001
				To:	Cul-de-Sac			
$\bigcirc$				From:	47-01054(R)/			
(1050)	0.34	NA		To	LIS 00040(D)/ADDDOV LOC	NA I	NA	
				From:	US-00060(B)/APPROX. LOC.			
(1051)	0.26	NA		FIOIII.	47-01050(B)/	NA NA	NA	
(1051)	0.20	NA.		To:	Cul-de-Sac/	I WA	IVA	
				From:	47-01050(B)/47-01056(U)/			
1052	0.30	NA			1, 01020(B), 1, 01020(C),	NA	NA	
				To:	Cul-de-Sac/			
				From:	47-01052(B)/			
1053	0.05	NA				NA	NA	
				To:	47-01051(B)/			
	0.04			From:	47-01055(U)/RT 1055(R)/			
(1054)	0.04	NA		To:	47-01050(R)/	NA I	NA	
				From:				
(1055)	0.49	NA			47-01054(U)/RT 1055(L)/	NA NA	NA	
(1033)	00			To:	Shadow of:734200/RT 1054(U)/			
				From:	Cul-de-Sac/			
1056	0.05	NA				NA	NA	
				To:	47-01050(B)/47-01052(U)/			
$\bigcirc$				From:	Cul-de-Sac			
(1100)	0.05	130	R	To:	47-1101	NA I	NA	10/02/2001
				From:				
(1101)	0.10	260	R	110	47-1112	NA NA	NA	10/02/2001
(1101)	0.10	200	•••	To:	47 1102	1	10.0	10/02/2001
(u)	0.06	590	R	From:	47-1102	NA	NA	10/02/2001
(1101)	0.00	000	••	Tai	45 1110	1.00.1	100	10/02/2001
(1101)	0.15	970	R	From:	47-1110	NA	NA	10/02/2001
				To	47 1100	L		
(1101)	0.11	1200	R	From:	47-1109	NA	NA	10/02/2001
(1101)	J.11	50	••	Te	47.1102	. <del></del> I		. 5. 52. 200 1
(1101)	0.50	1400	R	From:	47-1103	NA	NA	10/02/2001
(1101)	0.00	00	• • • • • • • • • • • • • • • • • • • •	To:	SR 5		14/1	10,02,2001
				From:	Dead End			
(1102)	0.25	160	R			NA	NA	10/02/2001
$\bigcup$				To	47-1117			

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC K Factor	QK Dir		QW	Year
James City County				From:		47-1117	1					
(1102)	0.05	260	R					NA		NA		10/02/2001
(1102)	0.26	270	R	To: From:		47-1101		NA		NA		10/02/2001
				To- From:		47-1111						
1102	0.04	250	R	_				NA		NA		10/02/2001
(1102)	0.19	230	R	From:		47-1105 WEST		NA		NA		10/02/2001
(1102)	0.11	260	R	From:		47-1105 EAST		NA		NA		10/02/2001
				To- From:		47-1106						
1102	0.28	370	R					NA		NA		10/02/2001
(1102)	0.08	540	R	From:		47-1113		NA		NA		10/03/2001
				To: From:		47-1104 SOUTH						
1102	0.20	610	R					NA		NA		10/03/2001
(1102)	0.18	780	R	From:		47-1114		NA		NA		10/03/2001
				To:		47-1104 NORTH						
(1102)	0.11	1000	R	<u>-</u>				NA		NA		10/03/2001
	0.18	1500	R	From:		47-1103	_	NA		NA		10/03/2001
(1102)	0.10	1000	1	To		47-614		INA		14/4		10/03/2001
	0.11	420	_	From:		47-1101		NIA		NΙΔ		10/03/2001
(1103)	0.11	420	R	To:		45.1100		NA		NA		10/03/2001
(1103)	0.09	420	R	From:		47-1108		NA		NA		10/03/2001
<u> </u>				To: From:		47-1107						10/00/000/
(1103)	0.48	470	R	To:		47-1102		NA		NA		10/03/2001
				From:		47-1102						
(1104)	0.14	70	R					NA		NA		1999
	0.18	190	R	From:		47-1115	_	NA		NA		1999
(1104)	0.10	130		To		47-1116		INA		14/4		1000
(1104)	0.12	260	R	From:		17 1110		NA		NA		1999
	0.44	000		From:		47-1114		<b>NIA</b>		NIA		4000
1104	0.11	320	R	To:		47-1102		NA		NA		1999
				From:		47-1102						
(1105)	0.26	70	R	To:		47-1102		NA		NA		1999
				From:		47-1102						
(1106)	0.07	60	R					NA		NA		1999
				To: From:		Cul-de-Sac						
(1107)	0.16	110	R	riom.		Cul-de-Sac		NA		NA		1999
				To:		47-1103						
(1108)	0.06	45	R	From:		Cul-de-Sac		NA		NA		1999
(1108)	0.00		- 11	To-		47-1103		N/A		14/7		1009
	2.22		_	From:		Cul-de-Sac						4000
(1109)	0.06	50	R	To:		47-1101		NA		NA		1999

					darries only maintenance raca					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K Factor QK	Dir AAWDT QW	Year		
James City County				From:		1				
(1110)	0.07	70	R		47-1101	I NA	NA	1999		
				To:	Cul-de-Sac					
$\overline{}$	0.00	00	_	From:	Cul-de-Sac	NA.	NIA	4000		
1111	0.03	20	R	To:	47-1102	NA 1	NA	1999		
				From:	Dead End					
1112	0.13	100	R			NA	NA	1999		
				To:	47-1101					
	0.13	200	R	From:	Cul-de-Sac	] NA	NA	1999		
1113	0.13	200	K	To:	47-1102	]	IVA	1999		
				From:	47-1102					
1114	0.09	70	R			NA	NA	1999		
				From:	47-1115	]				
1114	0.11	110	R	To:	47,1104	NA 1	NA	1999		
				From:	47-1104					
1115	0.10	50	R		47-1104	NA	NA	1999		
				To:	47-1114	]				
$\widehat{}$				From:	Cul-de-Sac					
1116	0.09	70	R	To:	47.1104	NA 1	NA	1999		
				From:	47-1104 Cul-de-Sac	<u> </u>				
1117	0.10	90	R		Cui-de-Sac	I NA	NA	1999		
				To:	47-1102	]				
$\sim$				From:	Cul-de-Sac					
1118	0.07	70	R	To:	47 1121	NA 1	NA	10/04/2001		
				From:	47-1121	<u> </u>				
1119	0.12	320	R		Cul-de-Sac	NA	NA	10/04/2001		
				To:	47-1121	1				
				From:	47-614	NA	NA	10/04/2001		
1120	0.16	380	R							
$\overline{}$	0.05	60	60	60	R	From:	47-1121	NA	NA	10/04/2001
1120	0.05	60	K	To:	Cul-de-Sac	]	INA	10/04/2001		
				From:	Cul-de-Sac					
1121	0.43	60	R			NA	NA	10/04/2001		
				To: From:	47-1120	}				
1121)	0.07	250	R	To:	0.1.1.0	NA 1	NA	10/04/2001		
				From:	Cul-de-Sac	<u> </u>				
1122	0.08	100	R	rioin.	Cul-de-Sac	I NA	NA	10/04/2001		
(1122)				To:	47-1121	<u> </u>				
(1123)				From:	Cul-de-Sac					
	0.10	120	R	Te	47.1101	NA 1	NA	10/04/2001		
				To: From:	47-1121					
(1124)	0.16	80	R	rioin:	47-614	J NA	NA	1999		
1124)	J. 10			To	Cul-de-Sac	<u> </u>				
				From:	Cul-de-Sac	]				
(1125)	0.33	110	R			NA	NA	1999		
				To:	47-613 News Road					

			<u> </u>		Bus 20 Add 21 Add 1 Tabil 2 Trail	K	Dir Dir						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Factor	()K	AAWDT Q	W Year				
James City County				From:	47-614; 47-1102								
(1126)	0.18	250	R	To:	0.1.1.0	NA		NA	10/04/200				
				From:	Cul-de-Sac								
(1127)	0.13	200	R	r rom.	Cul-de-Sac	NA		NA	10/04/200				
				To:	47-1126								
$\bigcirc$				From:	Cul-de-Sac								
1128	0.19	280	R	To:	47-1130	NA		NA	1999				
				From:	Cul-de-Sac								
1129	0.10	130	R		Cui de suc	NA		NA	1999				
				To:	47-1131								
$\bigcirc$	0.45	F70	-	From:	47-1101	NIA		NΙΛ	1000				
1130	0.15	570	R	. —		NA		NA	1999				
(1120)	0.06	460	R	From:	47-1131	NA		NA	1999				
1130	0.00	100	• • • • • • • • • • • • • • • • • • • •	To:	47-1128	10.0		147.	1000				
1130	0.12	200	R	From:	47-1120	NA	NA	NA	1999				
				To	Cul-de-Sac								
	2.42		_	From:	Cul-de-Sac				4000				
1131)	0.12	200	R	To:	47-1130	NA		NA	1999				
				From:	Cul-de-Sac								
1132	0.11	110	R	L	Cui-uc-sac	NA		NA	1999				
					To: From:	47-1133							
1132	0.10 <b>59</b>	590	R			NA		NA	1999				
					To:	47-1101							
	0.12 60	60	R	From:	Cul-de-Sac	NA		NA	1000				
1133	0.12	60				To:	47-1132	14/3		14/3	1000		
								From:	47-1101				
1135	0.04	180	180	180	R			NA		NA	1999		
				From:	47-1136 SOUTH								
1135	0.38	0.38	200	R			NA NA		NA	1999			
	0.15			From:	47-1136 NORTH	NIA		NΙΔ	1000				
1135	0.15	640	R	To:	SR 5	NA		NA	1999				
				From:	47-1135 SOUTH								
1136	0.24	200	R			NA		NA	1999				
				To: From:	47-1137								
1136	0.08	120	R			NA		NA	1999				
				To:	47-1135 NORTH								
1137	0.10	140	R	From:	Cul-de-Sac	NA		NA	1999				
1137)	0.10	140	• • • • • • • • • • • • • • • • • • • •	To:	47-1136	14/ (		14/ (	1000				
				From:	47-1139								
1138	0.13	150	R			NA		NA	1999 1999 1999 1999 1999 1999 1999 199				
				To:	47-1135								
1139	0.11	130	R	From:	Cul-de-Sac	NA		NA	10/03/200				
(1139)	U.11	100		To:	Cul-de-Sac			19/5					
				From:	Cul-de-Sac								
(1140)	0.05	60	R			NA		NA	10/03/200				
				To-	47-1135								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	K QK Dir I Factor Fact	ΔΔΜΠΙΙ ( )Μ	Year		
James City County				From:	47-1135	1				
(1141)	0.05	48	R	<u> </u>	47-1133	NA NA	NA	10/03/2001		
				To:	Cul-de-Sac					
	0.61	700	R	From:	47-1151	NA	NA	1999		
(1150)	0.01	700	K	To:	47-614	]	IVA	1999		
_				From:	Cul-de-Sac					
(1151)	0.20	180	R			NA	NA	1999		
	0.00	400	_	From:	47-1150	]	NIA.	4000		
(1151)	0.09	120	R	To:	Cul-de-Sac	NA ]	NA	1999		
				From:	Cul-de-Sac					
(1153)	0.53	300	R		<del></del>	NA 1	NA	10/04/2001		
				To: From:	47-614	1				
(1155)	0.21	NA		From:	47-09652(L)/	J NA	NA			
(1133)				To:	SR-00030(B)/	]				
$\sim$				From:	SR 30	]				
1160	0.25	220	R	To:	47-1161	NA 1	NA	1999		
				From:	47-1162	<u> </u>				
(1161)	0.16	120	R	<u> </u>	4/-1102	NA NA	NA	1999		
				To: From:	47-1160	1				
1161	0.22	100	R			NA	NA	1999		
				To:	47-1163					
(1162)	0.05	90	90	90	R	From:	Dead End; .05 MW	J NA	NA	1999
1162	0.00	30		•••	To:	47-1161	1		1000	
(1162)	0.05	70	R	From:	4/-1101	NA	NA	1999		
				To:	Cul-de-Sac; .05 ME					
$\bigcirc$	0.40	400	_	From:	Cul-de-Sac	) NA	NA	4000		
1163	0.18	100	R	To:	47-601 Barnes Rd	NA <b>1</b>	NA	1999		
					From:	47-00614(B)/				
(1170)	1.67	NA				NA	NA			
				To:	Cul-de-Sac/					
(1171)	0.56	NA		From:	47-00614(B)/	J NA	NA			
				To:	Cul-de-Sac/	1				
				From:	Cul-de-Sac/					
(1172)	0.04	NA		To:	47-01171(B)/	NA 1	NA			
				From:		İ				
1173	0.14	NA			Cul-de-Sac/	J NA	NA			
				To:	47-01170(B)/					
$\overline{}$	0.07	A1.4		From:	Cul-de-Sac/	NIA.	NIA			
1174	0.07	NA		To:	47-01173(B)/	NA <b>1</b>	NA			
				From:	Cul-de-Sac/	<u>.                                    </u>				
(1175)	0.21	NA				NA	NA			
				To:	Cul-de-Sac/					
	0.05	NA		From:	Cul-de-Sac/	NΛ	NA			
(1176)	0.05	NA		To:	47-01175(B)/	NA 1	NA			

Route	Length	AADT	QA	4Tire	Bus 2Avio 21 Avio 4Troil 2Troil	()(')	QK Dir	AAWDT (	QW Year	
James City County					2Axle 3+Axle 1Trail 2Trail	Factor	Factor			
1177)	0.05	NA		From:	Cul-de-Sac/	NA		NA		
	0.00			To	47-01170(B)/	101				
$\overline{}$				From:	Cul-de-Sac/					
1178	0.04	NA		To:	47-01170(B)/	NA		NA		
				From:	47-01170(B)/					
1179	0.03	NA				NA		NA		
				To:	Cul-de-Sac/					
1180	0.04	NA		From:	47-01170(B)/	NA		NA		
(1160)				To:	Cul-de-Sac/					
$\overline{}$				From:	Dead End					
1201)	0.13	90	R			NA		NA	10/04/200	
	0.08	200	R	From:	47-1215	NA		NA	10/04/200	
1201	0.08	200	K	To:	47-1214	INA		INA	10/04/200	
(1201)	0.20	460	R	From:	4/-1214	NA		NA	10/04/200	
				To: From:	47-1211					
(1201)	0.04	1300	R	Trom:		NA		NA	10/04/2001	
				From:	47-1206					
(1201)	0.03	1700	R			NA		NA	10/04/2001	
	0.06	1400	R	From:	47-1205	NA		NA	10/04/2004	
(1201)	0.06	1400	ĸ	To:	47 1204	INA		INA	10/04/2001	
(1201)	0.07	1800	R	From:	47-1204	NA		NA	10/04/2001	
				To: From:	47-1203					
(1201)	0.03	1800	R	rioni.		NA		NA	10/04/2001	
				From:	47-1202					
(1201)	0.02	2300	R	To:	SR 132; SR 199	NA		NA	10/04/2001	
				From:	Cul-de-Sac					
(1202)	0.02	40	R		ou. do but	NA		NA	10/04/2001	
				To:	47-1201					
4000	0.02	30	R	From:	47-1201	NA		NA	10/04/200	
(1203)	0.02	30	30		To:	Cul-de-Sac	1471		101	10/04/200
				From:	Dead End					
(1204)	0.06	100	R			NA		NA	10/04/2001	
	0.00	40		From:	47-1201	NΙΔ		NΙΔ	10/04/2004	
(1204)	0.09	40	R	To:	Dead End	NA		NA	10/04/2001	
				From:	Cul-de-Sac					
(1205)	0.09	90	R			NA		NA	10/04/2001	
				To: From:	47-1201					
1206	0.14	130	R	. 10111.	Dead End	NA		NA	10/04/2001	
				To-	47-1210					
(1206)	0.08	210	R	From:		NA		NA	10/04/2001	
				From:	47-1209					
1206	0.07	300	R	_		NA		NA	10/04/2001	
	0.07	200	Б	From:	47-1208	NI A		NΙΛ	10/04/0004	
(1206)	0.07	380	R	To:	0.07 ME 47-1208	NA		NA	10/04/2001	
				II.						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(:	QK Dir Factor	AAWDT	QW Year	
James City County				From:		1 40101	1 actor			
1206)	0.09	500	R	FIOIII.	0.07 ME 47-1208	NA NA		NA	10/04/200	
(1200)				To:	47-1201					
				From:	Cul-de-Sac					
(1207)	0.09	100	R	т	47 1206	NA I		NA	10/04/200	
				To: From:	47-1206					
(1200)	0.04	90	R	FIOIII.	47-1206	NA NA		NA	10/04/200	
1208	0.04	00	• • • • • • • • • • • • • • • • • • • •	To:	Cul-de-Sac	l		1471	10/04/200	
				From:	Cul-de-Sac					
1209	0.06	60	R			NA		NA	10/04/200	
				To:	47-1206					
$\bigcirc$			_	From:	Cul-de-Sac					
1210	0.06	47	R	To:	47,1207	NA I		NA	10/04/200	
				From:	47-1206					
	0.14	120	R	Pion.	Dead End	NA		NA	10/04/200	
1211)	0.14	120		т	17.1212	1 1973		IVA	10/04/200	
	0.12	600	R	From:	47-1213	NA		NA	10/04/200	
(1211)	0.12	000	• • • • • • • • • • • • • • • • • • • •	Tai	45 1010	1		147.	10/04/200	
	0.13	880	R	From:	47-1212	NA		NA	10/04/200	
1211	0.10	000		To:	47-1201	]		IVA	10/04/200	
				From:	47-1211	<u> </u>				
1212	0.05	60	R		.,	NA		NA	10/04/200	
				To:	Dead End					
				From:	47-1211					
1213	0.10	570	R			NA		NA	10/04/200	
					From:	47-1216	}			
1213	0.12	130	R	_		NA		NA	10/04/200	
				To:	Dead End				•	
	0.40	400	ъ.	From:	Dead End	) NA		NΙΔ	10/04/200	
1214)	0.18	100	R	To:	47-1201	NA I		NA	10/04/200	
				From:	Dead End	<u> </u>				
(1215)	0.04	40	R	<u> </u>	Dead End	NA		NA	10/04/200	
1210		-TV		To:	47-1201					
				From:	Cul-de-Sac					
(1216)	0.22	180	R			NA		NA	10/04/200	
				From:	47-1218					
(1216)	0.07	630	R			NA		NA	10/04/200	
				From:	47-1217					
1216)	0.10	700	R			NA		NA	10/04/200	
				To:	47-1213					
(1217)	0.00	00	_	From:	47-1216			NIA	40/05/000	
	0.06	60	R	To:	Cul-de-Sac	NA I		NA	10/05/200	
				From:	Dead End	<u>.                                    </u>				
1218)	0.20	170	R	<u> </u>	Deau Eliu	NA NA		NA	10/05/200	
				To	47-1219	 		,		
1218)	0.03	220	R	From:	4/-1219	NA		NA	10/05/200	
1210				To	47 1217				. 5, 55, 200	
1218)	0.27	210	R	From:	47-1216	NA		NA	10/05/200	
12.10	·			To:	Dead End	1			. 3. 00. 200	

		James City Maintenance Area								
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- K QC Factor QI	Oir AAWDT Factor	QW Year		
Iames City County				From:	47-1218					
1219)	0.06	50	R			NA	NA	10/05/200		
				To	Cul-de-Sac					
$\widehat{}$				From:	US 60					
1301)	0.30	690	R			NA	NA	10/25/200		
				From:	47-1302 EAST					
1301)	0.19	70	R	To:	47-1302 WEST	NA	NA	10/25/200		
				From:						
1302	0.54	320	R	<u> </u>	47-1301 EAST	NA	NA	10/25/200		
1302				To:	47-1301 WEST					
1302	0.09	160	R	From:	47-1301 WES1	NA	NA	10/25/200		
				To:	47-1301 EAST					
				From:	US 60					
1303	0.50	80	R	_		NA	NA	10/25/200		
				To:	US 60					
	0.24	NIA		From:	Dead End	NIA	NΙΔ			
1304	0.31	NA		To: US	S 60; 47-1303 EAST_TARLETON BIVOUAC	NA	NA			
				From:	Cul-de-Sac					
1305	0.45	390	R		Cur-uc-suc	NA	NA	10/05/200		
				To:	US 60					
				From:	Cul-de-Sac					
1306	0.15	250	R			NA	NA	1999		
				To: From:	47-1308					
1306	0.06	380	R			NA	NA	1999		
_				To: From:	47-1307					
1306	0.03	1200	R			NA	NA	1999		
				To:	47-1310					
	0.06	90	R	From:	47-1306	NA	NA	1999		
1307	0.00	90	K	To:	Cul-de-Sac	INA	NA NA	1999		
				From:	47-1309					
1308)	0.06	90	R	<u> </u>	17 1307	NA	NA	1999		
				To	47-1306					
1308	0.07	190	R	From:	., 1330	NA	NA	1999		
				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
1309	0.05	80	R			NA	NA	1999		
				From:	47-1308					
1309	0.05	80	R	To:		NA	NA	1999		
					Cul-de-Sac					
	0.07	570	R	From:	Cul-de-Sac	NA	NA	1999		
1310	0.07	370	IX			INA	IVA	1333		
1210	0.18	1600	R	From:	47-1316	NA	NA	1999		
1310	0.10			Ter	47 1211	14/1	17/1	1000		
1310	0.20	1100	R	From:	47-1311	NA	NA	1999		
	0.20			To:	47-614	17/7	IVA	1000		
				From:	47-1310					
1311)	0.04	800	R			NA	NA	1999		
				To:	47-1312					
1311)	0.05	390	R	From:		NA	NA	1999		

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K QK Dir Factor Fact		Year
James City County				From:	47-1313			
(1311)	0.06	270	R	<u> </u>		NA	NA	1999
_				To: From:	47-1314			
1311)	0.04	200	R			NA	NA	1999
	0.05	460	R	From:	47-1315	NA	NA	1999
1311)	0.05	160	ĸ	To:	Cul-de-Sac	INA	INA	1999
				From:	47-1311			
1312	0.07	50	R			NA	NA	1999
				To:	Cul-de-Sac			
1212	0.05	70	R	From:	Cul-de-Sac; .05 MW	NA	NA	1999
1313	0.00		.`	To	47-1311			1000
1313)	0.05	70	R	From:	47-1311	NA	NA	1999
				To:	Cul-de-Sac; .05 ME			
$\overline{}$			_	From:	47-1311			
1314	0.07	40	R	To:	Cul-de-Sac	NA	NA	1999
				From:	Cul-de-Sac			
1315)	0.07	70	R	<u> </u>	ou. do bue	NA	NA	1999
				To:	47-1311			
$\bigcirc$	0.05	050	,	From:	47-1310	NIA	NIA	40/00/00
1316	0.25	950	R	To	Cul-de-Sac	NA	NA	10/26/20
				From:	Cul-de-Sac			
1317)	0.08	90	R			NA	NA	10/26/20
				To:	47-1316			
$\bigcirc$	0.04	40	Б	From:	Cul-de-Sac	NIA	NIA	10/26/20
1318	0.04	40	R	To:	47-1316	NA	NA	10/26/20
				From:	Cul-de-Sac			
1319	0.15	160	R			NA	NA	10/26/20
				To:	Cul-de-Sac			
1320)	0.05	60	R	From:	47-1319	NA	NA	10/26/20
1320)	0.00			To:	Cul-de-Sac	10/1	14/1	10/20/20
_				From:	Cul-de-Sac			
1321	0.05	47	R			NA	NA	10/26/20
				To: From:	47-1316			
1322	0.16	240	R	r rom.	Cul-de-Sac	NA	NA	1999
1322)				To	47-1325			
1322	0.08	300	R	From:	17 1320	NA	NA	1999
				To- From:	47-1323			
1322)	0.05	670	R			NA	NA	1999
				To:	47-1310			
1222	0.08	320	R	From:	Cul-de-Sac	NA	NA	1999
1323		<u></u>		To	47 1224			
1323)	0.07	340	R	From:	47-1324	NA	NA	1999
		-		To	47-1322			
1323	0.06	90	R	From:		NA	NA	1999
				To:	Cul-de-Sac			

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT QW	Year
lames City County				From:	47-1323				
1324)	0.09	180	R			NA		NA	1999
				To: From:	Cul-de-Sac				
1325	0.06	80	R	From:	Cul-de-Sac	NA		NA	1999
				To-	47-1322				
1325	0.08	80	R			NA		NA	1999
				To:	Cul-de-Sac				
1326	0.06	NA			Cul-de-Sac/	NA		NA	
				To:	47-01306(B)/				
	0.10	NA		From:	Cul-de-Sac/	NΙΔ		NA	
1327	0.10	INA		To	47-01306(B)/	NA		INA	
				From:	47-01398(B)/				
1329	0.03	NA		To:	47-01398(B)/	NA		NA	
				From:	47-1331 WEST				
1330	0.06	80	R	<u> </u>	47-1331 WEST	NA		NA	1994
				To- From:	47-1334				
1330	0.04	300	R			NA		NA	1994
	0.00	220	R	From:	47-1333	NIA		NIA	1004
1330	0.08	330	ĸ	To:	47 1222	NA		NA	1994
1330)	0.10	360	R	From:	47-1332	NA		NA	1994
				To-	47-1331 EAST				
1330)	0.08	300	R	110111		NA		NA	1994
				To: From:	47-725				
1330	0.07	350	R	To:	47-617 Lake Powell Rd	NA		NA	1994
				From:	Cul-de-Sac				
1331)	0.07	150	R			NA		NA	1994
	2.22	100		From:	47-1330 WEST				1001
1331)	0.08	160	R	. —		NA		NA	1994
1331	0.12	160	R	From:	47-1333	NA		NA	1994
1331)				To: From:	47-1332				
1331)	0.16	180	R			NA		NA	1994
				To:	47-1330 EAST				
1332	0.21	230	R	From:	Cul-de-Sac	NA		NA	10/23/200
1332				To	47-1339				
1332)	0.10	360	R	From:		NA		NA	10/23/20
				To: From:	47-1337				
1332)	0.12	100	R			NA		NA	1994
1222	0.12	90	R	From:	47-1330	NA		NA	10/23/200
1332	J.12		.,	To	47-1331	IVA		14/1	10/20/20
<u> </u>				From:	47-1330				
1333	0.09	140	R	To:	47 1221	NA		NA	1994
				From:	47-1331 Cul-de-Sac				
1334	0.06	100	R		Cul-de-Sac	NA		NA	1994
$\mathcal{O}$				To:	47-1335				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC K QK Dir Factor Factor	ΔΔΙΛ/ΙΙΙ (ΙΙΛ/	Year
James City County				From:	47-1335			
(1334)	0.08	240	R		47-1333	NA	NA	1994
				To	47-1330			
				From:	47-1336			
1335	0.05	90	R			NA	NA	1994
				To:	47-1334			
	0.00	00	_	From:	Cul-de-Sac; .06 MW	NIA.	NIA	4004
1336	0.06	90	R			NA	NA	1994
$\overline{}$	0.07	20		From:	47-1335	NIA	NIA.	1001
1336	0.07	30	R	To:	Cul-de-Sac; .07 ME	NA I	NA	1994
				From:	Cul-de-Sac			
1337)	0.05	80	R		Cui-ue-sac	NA	NA	10/23/20
1001)				To	47-1338	<u> </u>		
1227	0.12	190	R	From:	4/-1336	NA	NA	10/23/200
1337	5		•••	To:	47 1222	. <del></del> . I		.0/20/20
1227	0.06	110	R	From:	47-1332	NA	NA	10/23/200
1337	0.00			To:	Cul-de-Sac		70.	10/20/20
				From:	Cul-de-Sac			
1338)	0.04	70	R		cui do bao	NA	NA	10/23/200
				To:	47-1337			
				From:	Cul-de-Sac			
1339	0.05	130	R			NA	NA	10/23/20
				To: From:	47-1332			
1339	0.17	40	R			NA	NA	10/23/200
				To:	Cul-de-Sac			
$\bigcirc$				From:	47-617 Lake Powell Rd			
1341)	0.21	670	R	To:	45.12.42	NA I	NA	10/23/200
					47-1342			
	1.43	650	R	From:	Cul-de-Sac	l NA	NA	10/23/20
1342	1.43	030	K	To:	Cul-de-Sac	INA 	INA	10/23/20
				From:	Cul-de-Sac			
1343)	0.18	70	R	<u> </u>	cui de Suc	NA NA	NA	10/23/200
				To:	47-1342			
				From:	Cul-de-Sac			
1344)	0.18	120	R			NA	NA	10/23/20
				To:	47-1345; 47-1342			
$\bigcirc$				From:	47-1344; 47-1342			
1345	0.11	160	R	To:	D 15 1	NA I	NA	10/23/200
				To:	Dead End			
	0.14	60	R	From:	Cul-de-Sac	NA	NA	10/23/200
1346	0.14	00	K	To	47-1345	INA 	INA	10/23/200
				From:	Cul-de-Sac			
1347)	0.11	80	R		Cui-uc-sac	NA	NA	10/23/200
1047)				To:	47-1342			
				From:	47-1347			
1348)	0.05	20	R			NA	NA	10/23/200
				To:	Cul-de-Sac			
$\widehat{}$				From:	Cul-de-Sac			
1349	0.11	100	R			NA	NA	10/23/200
				To:	47-1342			
(1350)	0.27	960	R	From:	47-1351	NA NA	NA	1999

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	ck 1Trail 2T	( Trail	QC K	QK	Dir Factor	AAWDT	QW	Year
James City County				From:			47-1733		1						
(1351)	0.73	NA				4	47-1733			NA			NA		
				To: From:			47-1365								
(1351)	0.19	970	R							NA			NA		10/23/2001
	0.00	4000	_	From:		47-	1362 West			NIA			NIA		40/00/0004
(1351)	0.06	1600	R	To:			47.1262			NA			NA		10/23/2001
(1351)	0.30	1700	R	From:		4	47-1363			NA			NA		10/23/2001
				To		47-	-1362 East		$\neg$ $\vdash$						
(1351)	0.34	900	R	Prom.						NA			NA		1999
				To: From:			47-1358								
(1351)	0.15	920	R							NA			NA		1999
	0.21	950	R	From:		47-13	355; 47-136	1		NA			NA		1999
(1351)	0.21	330	IX.	To			47-1352			INA			INA		1999
(1351)	0.09	1300	R	From:		4	47-1332			NA			NA		1999
				To			47-1350		_						
(1351)	0.37	850	R	rioii.						NA			NA		10/23/2001
				To: From:		47-1	1369 EAST		$\sqsupset$						
(1351)	0.03	NA		To:			47-1378		_	NA			NA		
				From:			47-1378		_						
(1352)	0.08	210	R	<u> </u>			17 1337			NA			NA		10/23/2001
				To: From:			47-1356								
(1352)	0.06	260	R	-					-	NA			NA		10/23/2001
				From:		Δ	47-1355		$\Box$ $\vdash$						10/00/0004
(1352)	0.13	240	R	_						NA			NA		10/23/2001
(1352)	0.04	260	R	From:		47-13	354; 47-135	3		NA			NA		10/23/2001
(1332)				To		47-13	353 NORTI	ī							
(1352)	0.05	270	R	From:		17 13	333 1101111			NA			NA		10/23/2001
				To:			47-1351								
$\bigcirc$	0.22	440	_	From:	4	47-1354; 4	47-1352 SC	UTH		NIA			NIA		10/22/2001
(1353)	0.23	110	R	To:		47-13	352 NORTH	I	$\neg$	NA			NA		10/23/2001
				From:			ul-de-Sac								
(1354)	0.09	80	R	To:		4= 40		~		NA			NA		1999
				From:			53; 47-1352 47-1352	S	<u> </u>						
(1355)	0.22	110	R			4	47-1332			NA			NA		1999
				To:		47-13	351; 47-136	1							
$\bigcirc$			_	From:		Cı	ul-de-Sac								1000
(1356)	0.05	30	R	_						NA			NA		1999
(1256)	0.15	170	R	From:		4	47-1357			NA			NA		1999
1356	0.10	•		To:			47-1352								1000
				From:			47-1356								
(1357)	0.20	45	R	÷.					<u>-</u>	NA			NA		1999
	0.00	70		To: From:		Δ	47-1352			NIA			NI A		1000
(1357)	0.08	70	R	Tn·		Cr	ul-de-Sac		$\neg$	NA			NA		1999
				From:			47-1360		$\overline{}$						
(1358)	0.12	150	R						<u> </u>	NA			NA		1999
				To:	·	Δ	47-1359								

					James City Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K	QK Dir Factor	AAWDT QW	V Year
Iames City County				From:	47-1359				
1358)	0.12	320	R			NA		NA	1999
				To	47-1351				
$\bigcirc$				From:	Cul-de-Sac				1000
1359	0.11	30	R	To:	47-1358	NA		NA	1999
				From:	Cul-de-Sac				
1360	0.19	170	R		Cui-de-Sat	NA		NA	1999
				To	47-1358				
1360	0.19	60	R	From:	17 1550	NA		NA	1999
				To:	Cul-de-Sac				
				From:	47-1351; 47-1355				
1361	0.35	220	R			NA		NA	10/23/20
				To:	Cul-de-Sac				
	0.68	260	R	From:	47-1351 WEST	NA		NA	10/23/200
1362	0.00	200	K	To:	47-1351 EAST	INA		IVA	10/23/200
				From:	47-1351				
1363	0.05	200	R		., 1361	NA		NA	10/23/200
				To:	47-1364				
				From:	Dead End				
1364	0.27	210	R	т		NA		NA	10/23/20
				To: From:	Dead End				
	0.24	30	R	From:	47-1351	NA		NA	10/23/20
1365	0.24	30		To	Dead End	IVA		IVA	10/25/20
				From:	Cul-de-Sac				
1366	0.07	200	R			NA		NA	10/23/200
				To:	47-1351				
$\sim$				From:	47-1372				
1367	0.15	240	R			NA		NA	10/23/20
_	0.44	240		From:	47-1368	NIA		- NIA	40/00/00
1367	0.11	210	R	To	47-1351	NA		NA	10/23/20
				From:	Cul-de-Sac				
1368	0.07	60	R		Cur-uc-Buc	NA		NA	10/23/20
				To:	47-1367				
				From:	47-1351 WEST				
1369	0.18	230	R	_		NA		NA	10/23/20
				To:	47-1351 EAST				
	0.16	90	R	From:	47-1369	NA		NA	10/23/200
1370	0.10	30	K	To:	Cul-de-Sac	INA		IVA	10/23/200
				From:	Cul-de-Sac				
1371)	0.16	40	R	<u> </u>	cui de sue	NA		NA	10/23/200
				To	47-1370				
$\widehat{}$				From:	Cul-de-Sac				
1372	0.20	140	R	Te-	0.11.0	NA		NA	10/24/200
				To:	Cul-de-Sac				
4070	0.64	390	R	From:	47-1351; 47-1366	NA		NA	10/24/200
1373	0.04	550		To:	Cul-de-Sac	11/7		INC	1012-11200
				From:	47-1373				
1374	0.07	70	R			NA		NA	10/24/200
				To:	Cul-de-Sac				

					James City Maintenance Area			
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	QC K Factor QK	Dir AAWDT Factor	QW Year
James City County					_	i actor	1 dotoi	
(1375)	0.04	80	R	From:	Cul-de-Sac	NA	NA	10/24/2001
(1375)	0.04			To:	47-1373	107	107	10/24/2001
				From:	Cul-de-Sac			
1376	0.07	40	R			NA	NA	10/24/2001
				To: From:	47-1373			
(1377)	0.08	47	R	rioin.	Cul-de-Sac	NA	NA	10/24/2001
(1377)				To:	47-1373			
				From:	Cul-de-Sac/			
1378)	0.47	NA		To:	C-1 d- 6/	NA	NA	
				From:	Cul-de-Sac/			
(1379)	0.25	NA			47-01378(B)/	NA	NA	
13/3				To:	Cul-de-Sac/			
				From:	47-613; 47-615			
(1380)	0.34	410	R	To:	0.11.0	NA	NA	10/26/2001
				From:	Cul-de-Sac 47-1380			
(1381)	0.06	80	R		4/-1380	NA	NA	10/26/2001
				To:	Cul-de-Sac			
				From:	47-1380			
1382	0.11	100	R	To:	0.1.1.0	NA	NA	10/26/2001
				From:	Cul-de-Sac			
(1383)	0.08	80	R		47-1380	NA	NA	10/26/2001
1505)				To:	Cul-de-Sac			
				From:	47-1380; 47-1386			
1384	0.06	60	R	To:	0.1.1.0	NA	NA	10/26/2001
				From:	Cul-de-Sac			
(1385)	0.08	90	R		Cul-de-Sac	NA	NA	10/26/2001
				To:	47-1380			
				From:	47-1465			
(1386)	0.30	210	R	To:	47-1380; 47-1384	NA	NA	10/26/2001
				From:				
(1387)	0.06	60	R		Cul-de-Sac	NA	NA	10/26/2001
				To:	47-1386			
				From:	47-01351(B)/47-01730(R)/			
(1388)	0.70	NA		To:	Cul-de-Sac/	NA	NA	
				From:	47-01388(R)/			
1389	0.07	NA			47-01300(K)/	NA	NA	
				To:	Cul-de-Sac/			
				From:	47-615			
(1390)	0.39	180	R	To	Cal J. Ca.	NA	NA	10/26/2001
				From:	Cul-de-Sac			
(1391)	0.03	47	R	Ш.	Cul-de-Sac	NA	NA	10/23/2001
				To:	47-1390			
				From:	Cul-de-Sac			
(1392)	0.03	50	R	To:	47,1200	NA	NA	10/23/2001
				From:	47-1390			
(1393)	0.03	40	R		Cul-de-Sac	NA	NA	10/23/2001
	3.00		••	To:	47-1390			. 5. 25. 250 1

					James City Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(:	QK Dir Factor	AAWDT QW	Year
lames City County				From:	Cul-de-Sac				
1394)	0.04	30	R	<u> </u>	Cur-de-Suc	NA		NA	10/23/200
				To:	47-1390				
$\overline{}$				From:	Cul-de-Sac/				
1395	0.31	NA		To:	47-01388(B)/	NA		NA	
				From:	47-01388(B)/				
1396	0.13	NA			17 01300(D)	NA		NA	
				To:	47-01388(B)/				
$\bigcirc$	2.22			From:	Cul-de-Sac/				
1397	0.20	NA		To:	47-01388(B)/	NA		NA	
				From:	47-01388(R)/				
1398)	0.13	NA			17 01300(16)/	NA		NA	
				To:	47-01388(B)/				
$\bigcirc$	2.42			From:	FR-663				1000
1400	0.10	220	R	To:	Cul-de-Sac	NA		NA	1999
				From:	47-1402				
1401)	0.08	620	R	<u> </u>	47-1402	NA		NA	10/05/20
				To	47-1407				
1401)	0.07	650	R	rioiii.		NA		NA	10/05/20
				From:	47-726				
1401)	0.01	790	R			NA		NA	10/05/20
				To: From:	47-1408				
1401)	0.09	730	R	To:	GD 21	NA		NA	10/05/20
				From:	SR 31				
1402	0.14	120	R		Dead End	NA		NA	10/05/20
				To:	47-1406				
1402	0.11	260	R	From:	17 1100	NA		NA	10/05/20
				To: From:	47-1405				
1402	0.07	300	R	110111		NA		NA	10/05/20
				To: From:	47-1404				
1402	0.07	400	R			NA		NA	10/05/20
				To: From:	47-1403				
1402	0.07	460	R	To:	47-1401	NA		NA	10/05/20
				From:	Cul-de-Sac				
1403	0.06	80	R		Cui-ue-Sac	NA		NA	10/05/20
				To:	47-1402				
$\overline{}$				From:	Cul-de-Sac				
1404)	0.06	45	R	To:	47-1402	NA		NA	10/05/20
				From:	Cul-de-Sac				
1405	0.05	40	R		Cui-de-Sac	NA		NA	10/05/20
				To:	47-1402				
				From:	Dead End				
1406	0.07	90	R	т	D 15.1	NA		NA	10/05/20
				To:	Dead End				
1407	0.16	100	R	From:	Dead End	NA		NA	10/05/20
1407				To:	47 1400				
1407	0.24	190	R	From:	47-1409	NA		NA	10/05/20
				To:	47-1401				

Route	Length	AADT	QA	4Tire	Bus 2Aylo 3+Aylo 1Troil 3Troil	K QK Dir	AAWDT Q	W Year
James City County					ZAXIE STAXIE III dii Ziidi	il Factor Facto	or	
(1408)	0.23	100	R	From:	47-1410	J NA	NA	10/05/2001
				To:	47-1409	<b>]</b>		
1408)	0.24	190	R	T. (3.11.)		NA	NA	10/05/2001
				To: From:	47-1401 Dead End	1		
1409	0.04	40	R	<u> </u>	Dead End	NA NA	NA	10/05/2001
				To: From:	47-1407	]		
(1409)	0.08	40	R	To:	47-1408	NA T	NA	10/05/2001
				From:	Dead End			
(1410)	0.11	130	R			NA	NA	10/05/2001
_	0.00	070		To: From:	47-1408	]	NIA	10/05/2001
(1410)	0.08	270	R	To:	SR 31	NA T	NA	10/05/2001
				From:	47-1412			
1411)	0.16	90	R	To:	GD 21	NA	NA	1994
				From:	SR 31 SR 31			
1412	0.08	80	R	<u> </u>	SK 31	NA NA	NA	1994
				To:	47-1411			
	0.06	1300	R	From:	SR 31	NA	NA	10/05/2001
1415)	0.00	1300		To	Cul-de-Sac	]	INA	10/03/2001
				From:	Cul-de-Sac/			
1416)	0.09	NA		To:	47-01437(B)/	NA T	NA	
				From:	Cul-de-Sac	1		
(1417)	0.08	100	R	<u> </u>		NA	NA	1994
				From:	47-1560	]		
1417	0.15	220	R			NA -	NA	1994
(1417)	0.07	490	R	From:	47-1419	NA NA	NA	1994
(1417)	0.07		• • • • • • • • • • • • • • • • • • • •	To:	47-1418	1	177	1001
(1417)	0.04	420	R	From:		NA	NA	1994
				To:	SR 5; 47-1491			
(1418)	0.13	110	R	From:	47-1417	J NA	NA	1994
1410				To:	Cul-de-Sac	1		
	0.40		_	From:	47-1417	<u> </u>		
1419	0.10	140	R	To	Cul-de-Sac	NA T	NA	1994
				From:	SR 5			
1420	0.13	220	R	-		NA	NA	10/24/2001
	0.05			From:	47-1421	<del></del>		40/04/0004
(1420)	0.05	30	R	To	Dead End	NA T	NA	10/24/2001
				From:	47-1420			
(1421)	0.03	160	R			NA	NA	10/24/2001
	0.10			To- From:	47-1422	]	A I A	40/04/0001
1421)	0.10	80	R	To	Dead End	NA T	NA	10/24/2001
				From:	47-1421	, 		
(1422)	0.19	100	R			NA	NA	10/24/2001
				To:	Dead End			

Route	Lenath	AADT	QA	4Tire	Bus 20-day 31-Avdo 4-Trail 27-rail	QC _ , QK _ ,	AAWDT Q\	V Year
James City County					ZAXIE STAXIE ITTAII ZTTAII	Factor Factor	or	
	0.12	350	R	From:	47-682	NA	NA	10/24/2001
(1423)	0.12			To:	47-1424	14/1	107	10/24/2001
1423	0.08	300	R	From:	4/-1424	NA	NA	10/24/2001
				To: From:	47-1427	]		
1423	0.31	160	R			NA	NA	10/24/2001
	0.14			From:	47-1428	NA NA	NA	10/24/2004
1423	0.14	80	R	To:	Cul-de-Sac	INA ]	INA	10/24/2001
				From:	Cul-de-Sac			
1424	0.04	60	R			NA	NA	10/24/2001
_	0.05			To: From:	47-1423	]		10/01/000
1424	0.05	60	R	To:	Cul-de-Sac	NA 1	NA	10/24/2001
				From:	FR-663			
1425)	0.09	740	R		11000	NA	NA	1999
				To-	Cul-de-Sac			
$\overline{}$	0.24	4500	_	From:	47-1425	NA	NIA	1000
1426	0.31	1500	R	To:	Cul-de-Sac	NA 1	NA	1999
				From:	47-1423			
427	0.05	48	R			NA	NA	10/24/200
				To:	Cul-de-Sac			
	0.26	100	R	From:	Cul-de-Sac	] NA	NA	10/24/200
1428	0.20	100	K	To	47-1423	]	INA	10/24/200
				From:	Cul-de-Sac/			
1429	0.13	NA		_		NA	NA	
				To:	47-00615(B)/			
	0.41	280	R	From:	END LOOP	] NA	NA	10/26/200
1430	0.41	200	IX.	To:	DECINITION.	11/1	IVA	10/20/200
1430)	0.08	320	R	From:	BEGIN LOOP	NA	NA	10/26/200
19				To:	47-615	]		
$\widehat{}$				From:	Cul-de-Sac	<u></u>		
1431)	0.13	60	R			NA -	NA	10/26/200
	0.40	450		From:	47-1433	NA	NIA	10/26/200
1431)	0.48	150	R	To:	99-603 Mooretown Rd	NA 1	NA	10/26/200
				From:	Cul-de-Sac			
1432	0.05	46	R			NA	NA	1999
				Tn·	47-1436			
	0.21	140	R	From:	47-1431	] NA	NA	10/26/200°
1433	0.21	140	IX.	To:	99-603 Mooretown Rd	]	INA	10/20/200
				From:	Cul-de-Sac			
1434)	0.21	220	R			NA	NA	10/24/2001
				To:	47-615			
	0.38	120	R	From:	47-615	NA	NA	10/23/200
1435	0.50	120		To:	Dead End		INA	10/23/200
				From:	47-1437			
1436)	0.10	NA				NA	NA	
				To-	47-1432			

Route	Length	AADT	QA	4Tire	Bus	C K Q Factor Q	K Dir AAWDT QW Factor	Year
ames City County						1 40101	i detei	
1436)	0.09	190	R	From:	47-1432	l NA	NA	1999
1430)				To	47-1437			
				From:	47-1438			
1437	0.13	380	R			NA -	NA	1999
$\overline{}$	0.29	250	R	From:	47-1436	NA	NA	1999
1437)	0.29	250	K	To	47.1416	INA I	IVA	1999
1437)	0.28	NA		From:	47-1416	NA	NA	
1437)				To:	End of Loop			
				From:	47-1437			
1438	0.13	750	R			NA	NA	1999
	2.22	440		To: From:	47-1441			4000
1438	0.02	410	R			NA	NA	1999
	0.02	890	R	From:	47-1443	NA	NA	1999
1438)	0.02	090	K	т.,	0.003.03.45.1440	I NA	INA	1999
1438	0.14	570	R	From:	0.02 MN 47-1443	NA	NA	1999
1436)	• • • • • • • • • • • • • • • • • • • •			To:	47-1439	<u> </u>		
1438)	0.06	1600	R	From:	47-1437	NA	NA	1999
				To:	SR 5			
				From:	47-1440; 47-1441			
1439	0.38	190	R			NA	NA	1999
	0.00	400	_	From:	47-1438	NIA	NIA	4000
1439	0.09	190	R	To:	47-1442	NA I	NA	1999
				From:	47-1439; 47-1441			
1440	0.14	70	R	<u></u>	,	NA	NA	1999
				From:	47-1444			
1440	0.11	180	R			NA	NA	1999
				To:	47-1438			
	0.28	190	R	From:	47-1439; 47-1440	l NA	NA	1999
1441)	0.20	100	• • • • • • • • • • • • • • • • • • • •	To:	47-1438		101	1000
				From:	Cul-de-Sac			
1442)	0.08	190	R			NA	NA	1999
				From:	47-1443			
1442	0.13	110	R	To:	47.1420	NA I	NA	1999
				From:	47-1439			
1443)	0.11	120	R		47-1438	NA NA	NA	1999
1443)				To:	47-1442			
				From:	Cul-de-Sac			
1444	0.08	70	R	To:	47.1440	NA I	NA	1999
				From:	47-1440			
1445)	0.10	500	R	r rom.	99-603; York County Line	l NA	NA	1994
1779				To:	47-1446			
1445)	0.10	240	R	From:	7/-1770	NA	NA	1994
				To	47-1448			
1445)	0.06	190	R	From:	17.1.10	NA	NA	1994
				To:	47-1449			
1445	0.20	NA				NA	NA	
				To:	47-1447			

### 2000 P						James City Maintenance Area				
10		Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Factor	()K	AAWDT QV	N Year
1.10   150   R	lames City County				From:	47-1445				
19-003   10   10   10   10   10   10   10	1446)	0.10	150	R			NA		NA	10/26/200
1.19   310   R					To:	99-603; York County Line				
141   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152   152	<u> </u>				From:	Cul-de-Sac				
1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994	1447)	0.19	310	R			NA		NA	10/26/20
1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994					From:	47-1449				
1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994	1447)	0.06	200	R			NA		NA	1994
19400   197400   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980   1980					From:	47-1448				
4148	1447)	0.07	490	R	To	00 (00 W 1 G V	NA I		NA	1994
1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994										
1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418   1418		0.20	220	ь	From:	47-1445	NA.		NIA	1004
1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994   1994	1448)	0.29	230	IX.			I IN/A		IVA	1334
Cul-de-Sac     4248		0.07	20	В	From:	47-1447	NΛ		NIA	1004
448   0.22   160   R	1448)	0.07	30	K	To:	Cul-de-Sac			INA	1994
1449					From:					
4149	1449	0.22	160	R	<u> </u>	7/-1443	NA		NA	1994
1480   0.04   80   R					To	47 1447				
1450   0.09   200   R	1449	0.04	80	R	From:	4/-144/	NA		NA	1994
1400   100   200   R					To:	Cul-de-Sac				
1400   100   200   R					From:	47-1455				
47-1453	1450)	0.09	200	R	-		NA		NA	10/24/20
1400   0.11   330   R					To	47-1453				
1450	1450)	0.11	330	R	From:		NA		NA	10/24/20
1450					To:	47-1451				
47-682   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465   1465	1450)	0.16	340	R	From:		NA		NA	10/24/20
1451   0.23   110   R					To:	47-682				
47-1452					From:	47-1450				
47-1452	1451)	0.23	110	R			NA		NA	10/24/20
1452) 0.08 140 R	<u> </u>				To: From:	47-1452				
1452   0.08   140   R	1451)	0.09	310	R	_		NA		NA	1994
1452 0.08 140 R										
1450   0.21   230   R		0.00	440	В	From:	47-1451	NIA.		NIA	10/04/00
1453   0.21   230   R	1452)	0.06	140	ĸ	To:	47-682	INA 		NA	10/24/20
1450   0.21   230   R										
1454   0.04   30   R	1453)	0.21	230	R	<u> </u>	47-1430	l NA		NA	10/24/20
1454) 0.04 30 R	1439				To:	47-1454				
1454   0.04   30   R					From:	Dead End				
1454   0.04   40   R	1454)	0.04	30	R			NA		NA	10/24/20
1454 0.04 40 R  To Dead End  1455 0.10 200 R  1456 0.09 100 R  To Cul-de-Sac  1457 0.28 310 R  NA NA 10/24/26  10/24/26  10/24/26  10/24/26  10/24/26  10/24/26  10/24/26  10/24/26  10/24/26  10/24/26  10/24/26  10/24/26  10/24/26  10/24/26  10/24/26  10/24/26  10/24/26  10/24/26  10/24/26  10/24/26  10/24/26  10/24/26  10/24/26  10/24/26					To-	47-1453				
Dead End   Dead End	1454)	0.04	40	R	110111		NA		NA	10/24/20
1455)  0.10 200 R  NA  NA  10/24/20  1455)  0.12 120 R  To:  Cul-de-Sac  NA  NA  NA  NA  10/24/20  1456)  0.09 100 R  To:  47-1455  NA  NA  NA  NA  NA  NA  10/24/20  1457)  0.28 310 R  NA  NA  NA  NA  NA  NA  NA  NA  NA  N					To:	Dead End				
1455) 0.12 120 R NA NA 10/24/20  To Cul-de-Sac  NA NA 10/24/20  To 47-1455  NA NA 10/24/20  To 47-1455  From: 47-682  NA NA NA 10/24/20  NA NA 10/24/20	$\sim$				From:	47-1450				
1455 0.12 120 R NA NA 10/24/20  Te Cul-de-Sac  NA NA 10/24/20  Te 47-1455  NA NA 10/24/20  Te 47-1455  Te 47-682  NA NA NA 10/24/20  To 47-682  NA NA NA 10/24/20	1455)	0.10	200	R			NA		NA	10/24/20
1456) 0.09 100 R Cul-de-Sac NA NA 10/24/20  To 47-1455  1457) 0.28 310 R NA NA 10/24/20					To: From:	47-1456				
1456) 0.09 100 R Cul-de-Sac NA NA 10/24/20  To: 47-1455  1457) 0.28 310 R NA NA NA 10/24/20	1455)	0.12	120	R	т.	0.11.3	NA I		NA	10/24/20
0.09 100 R NA NA 10/24/20  10 47-1455  1457) 0.28 310 R NA NA NA 10/24/20										
From: 47-682 NA NA 10/24/20		0.00	400	D	From:	Cul-de-Sac	NIA.		NIA	10/24/20
1457) 0.28 <b>310</b> R NA NA 10/24/20	1456)	0.09	100	ĸ	To:	47-1455	INA 		INA	10/24/20
0.28 <b>310 R</b> NA NA 10/24/20										
	1457)	0 28	310	R	<u> </u>	4/-004	I NA		NA	10/24/20
					To:	Cul-de-Sac	<u> </u>		<u> </u>	

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- C K Dir QC QK Factor Fact		V Year
James City County					ZAXIE STAXIE III ZII ZII ZII ZII ZII ZII ZII ZII Z	Factor Fact	OI	
1458)	0.26	250	R	From:	Cul-de-Sac	NA	NA	10/24/2001
				To	47-1457			
$\bigcirc$	0.02		_	From:	Cul-de-Sac	NIA	NIA	40/04/0004
(1459)	0.03	60	R	To:	47-1458	NA	NA	10/24/2001
				From:	Cul-de-Sac			
1460	0.21	90	R	-		NA	NA	1994
				From:	47-1451			
1460	0.11	700	R			NA	NA	1994
	0.42	480	R	From:	47-682	NA	NA	10/24/2001
(1460)	0.42	400	ĸ			INA	INA	10/24/2001
(400)	0.18	120	R	From:	47-1461	NA	NA	10/24/2001
1460	0.10	120	• • • • • • • • • • • • • • • • • • • •	To:	Cul-de-Sac	14/1	10.0	10/24/2001
				From:	47-1423			
(1461)	0.10	60	R	_		NA	NA	10/24/2001
				To:	47-1460			
(1464)	0.12	NA		From:	Cul-de-Sac/	NA	NA	
(1464)	0.12			To:	47-01465(B)/	1471		
_				From:	47-615 NORTH			
1465	0.22	140	R			NA	NA	1994
				To: From:	47-1466 NORTH			
1465	0.08	60	R			NA	NA	1994
	2.22	100		From:	47-1467			4004
1465)	0.06	190	R			NA	NA	1994
	0.07	200	R	From:	47-1466 SOUTH	NA	NA	1994
1465	0.07	200	K			INA	INA	1994
(1465)	0.18	410	R	From:	47-1469	NA	NA	1994
(1465)	0.10			To	47-615 SOUTH	1471		1001
_				From:	47-1465 SOUTH			
(1466)	0.23	190	R			NA	NA	1994
				To: From:	47-1468			
(1466)	0.24	120	R	To:	47-1465 NORTH	NA	NA	1994
				From:	47-1465 47-1465			
(1467)	0.10	150	R		47-1405	NA	NA	1994
				To	Cul-de-Sac			
$\bigcirc$				From:	47-1466			
1468)	0.11	80	R	To:	Cul-de-Sac	NA	NA	1994
				From:	47-1465			
1469	0.17	150	R		47-1403	NA	NA	1994
				To:	Cul-de-Sac			
			_	From:	47-1471			
(1470)	0.14	2000	R	To:	47-615	NA	NA	1994
				From:	Cul-de-Sac			
(1472)	0.04	20	R	<u> </u>	Cur-uc-Dac	NA	NA	10/24/2001
				To-	47-1475			
				From:	47-1475			
1473	0.05	10	R	To:	Cul-de-Sac	NA	NA	10/24/2001
					Cui-uc-Sac			

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(:	QK Dir Factor	AAWDT	QW Year
James City County				From:	Cul-de-Sac				
(1474)	0.04	20	R			NA		NA	10/24/200
				To:	47-1475				
(1475)	0.06	1800	R	From:	47-652 Stanley Dr	NA		NA	1994
(1473)				To:	47-1476 EAST	· · · ·			
(1475)	0.08	320	R	From:	., , ,	NA		NA	10/24/200
				From:	47-1477				
(1475)	0.11	260	R			NA		NA	10/24/200
4475	0.07	170	R	From:	47-1472	NA		NA	10/24/200
1475)	0.07			To	47-1473	1471		147 (	10/24/200
1475)	0.07	130	R	From:	4/-14/3	NA		NA	10/24/200
				To: From:	47-1474				
1475)	0.19	90	R		AT 1 ATC NITION	NA		NA	10/24/200
				To: From:	47-1476 WEST				
1476)	0.32	1900	R	1101111	47-652 Stanley Dr	NA		NA	1994
				To- From:	47-1475 EAST				
1476	0.04	100	R			NA		NA	1994
				To:	Cul-de-Sac				
	0.05	60	R	From:	Cul-de-Sac	NA		NA	10/24/200
1477	0.00	00	- 1	To:	47-1475	INA		14/4	10/24/200
_				From:	47-1476				
1478	0.08	30	R	т	0.11.0	NA		NA	10/24/200
				To: From:	Cul-de-Sac				
1480	0.04	710	R	FIOIII.	47-613 News Road	NA		NA	1999
1400				To:	47-1481				
1480	0.17	260	R	From:	., 1.01	NA		NA	1999
				To: From:	47-1485				
1480	0.29	150	R			NA		NA	1999
	0.70	400		From:	47-1487	N10			1000
1480	0.73	420	R	To:	47-1470	NA		NA	1999
				From:	Cul-de-Sac				
(1481)	0.15	120	R			NA		NA	1999
				To: From:	47-1484				
1481)	0.10	280	R			NA		NA	1999
1481) 1481) 1481)	2.24			From:	47-1483				1000
(1481)	0.01	380	R			NA		NA	1999
	0.07	460	R	From:	47-1482	NA		NA	1999
(1461)	0.01			To:	47-1480	147			1000
<u> </u>				From:	Cul-de-Sac				
(1482)	0.08	70	R	To:	47.1401	NA		NA	1999
				From:	47-1481				
1483	0.10	100	R		Cul-de-Sac	NA		NA	1999
				To:	47-1481				
			From:	Cul-de-Sac					
1484	0.12	110	R	To:	47-1481	NA		NA	1999
					4/-1481				

Route	Length	AADT	QA	4Tire	Bus 24Aylo 1Troil 2Troil	- C K QK Dir		Year
James City County	- 3		-	_	ZAXIE STAXIE III ZII ZII ZII ZII ZII ZII ZII ZII Z	Factor Fact	or	
	0.09	100	R	From:	47-1480	NA	NA	1999
(1485)	0.09	100	1	To	47-1486	INA	INA	1999
				From:	Cul-de-Sac			
1486	0.05	90	R			NA	NA	1999
	0.40			From:	47-1485	<u> </u>		1000
(1486)	0.10	80	R	To:	47-1487	NA I	NA	1999
				From:	Cul-de-Sac			
1487	0.05	60	R		ou do but	NA	NA	1999
				To: From:	47-1488			
1487	0.09	170	R			NA	NA	1999
				To: From:	47-1471			
1487)	0.07	310	R			NA	NA	1999
	0.00	70	_	From:	47-1489	NIA .	NIA	4000
1487	0.09	70	R	To:	Cul-de-Sac	NA I	NA	1999
				From:	47-1487			
(1488)	0.04	60	R			NA	NA	1999
				To:	Cul-de-Sac			
	0.00	70	В	From:	Cul-de-Sac	NA	NΙΔ	1000
(1489)	0.08	70	R	To:	47-1487	NA I	NA	1999
				From:	Cul-de-Sac			
(1490)	0.25	270	R			NA	NA	1994
				To: From:	47-1491			
(1490)	0.04	970	R			NA	NA	1994
				To:	SR 5; 47-1417			
	0.19	150	R	From:	LOOP END	J NA	NA	1994
(1491)	01.10			To-	47-1494	I		
(1491)	0.17	60	R	From:	7/-14/4	I NA	NA	1994
<u> </u>				To	47-1493			
(1491)	0.32	90	R	From:		NA	NA	1994
				To: From:	47-1492			
(1491)	0.17	250	R			NA	NA	1994
				To:	47-1490			
(1492)	0.05	20	R	From:	Cul-de-Sac	J NA	NA	1994
1492		•		To	47-1491		•	
				From:	Cul-de-Sac			
(1493)	0.04	70	R	т	47.1401	NA I	NA	1994
				To: From:	47-1491			
(1494)	0.08	110	R	rioni.	Cul-de-Sac	J NA	NA	1994
1734)	J.55			To:	47-1491	]		
				From:	47-1491			
(1495)	0.12	170	R	To:	0.11.0	NA 1	NA	10/24/200
				From:	Cul-de-Sac	<u> </u>		
(1496)	0.41	NA			47-00680(B)/	I NA	NA	
				To	47-01497(B)/			
				From:	47-01496(B)/			
(1497)	0.37	NA		т	47 01 400/D) /	NA I	NA	
$\overline{}$				To:	47-01498(R)/			

					danies Sity Maintenance / trea			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K Factor QK	Dir Factor AAWDT QW	Year
ames City County				From:	47-01496(B)/	i		
1498)	0.22	NA			+/-01470(B)/	NA	NA	
				To:	Cul-de-Sac/			
$\sim$				From:	Cul-de-Sac/			
1499	0.04	NA		To:	47-01464(B)/	NA 1	NA	
				From:		<u> </u>		
1500	0.54	410	R		Cul-de-Sac	NA	NA	1994
				To:	47-614			
				From:	Dead End			
1501)	0.14	120	R			NA	NA	1986
				To: From:	LEXINGTON DR	]		
1501)	0.39	340	R	To:	47.612	NA 1	NA	1986
				From:	47-612	<u> </u>		
1502	0.44	160	R		47-1500 SOUTH	NA	NA	10/25/200
13029				To:	47-1500 NORTH	]		
				From:	47-614			
1505	0.09	310	R			NA	NA	1999
				From:	47-1506	]		
1505	0.27	230	R	To:	D. IF. I	NA 1	NA	1999
				From:	Dead End	<u> </u>		
1506	0.08	240	R		47-1505	NA NA	NA	1999
0.00			To:	Dead End	]			
				From:	47-614			
1507	0.03	240	R			NA	NA	1999
				From:	0.03 ME 47-614	}		
1507	0.11	920	R			NA	NA	1999
				From:	47-1508	}		
1507)	0.05	710	R			NA	NA	1999
	0.05	000		From:	47-1532	<u> </u>	NIA	4000
1507	0.05	320	R			NA •	NA	1999
	0.06	160	R	From:	47-1535	NA	NA	1999
1507	0.00	100	K	To:	47-1533	]	IVA	1999
				From:	Cul-de-Sac			
1508)	0.18	100	R			NA	NA	1999
				To:	47-1507			
$\bigcirc$	0.00	400		From:	47-1511	N/A	NIA	40/04/00/
1510	0.23	190	R	To:	47-658	NA 1	NA	10/24/200
				From:	47-658			
1511)	0.25	220	R	<u> </u>	47-036	NA	NA	10/24/200
				To	47-1510	1		
1511)	0.23	90	R	From:		NA	NA	10/24/200
				To: From:	47-1515	}		
1511) 1511) 1511)	0.05	280	R			NA	NA	10/24/200
				To:	47-1514			
$\bigcirc$		440	_	From:	47-1513	NIA	NA	10/04/00
1512	0.21 <b>1</b>	140	R	To:	47-658	NA I	INA	10/24/200
				From:	Cul-de-Sac	 		
0.05	60	R			NA	NA	10/24/200	
				To:	47-658			

Route	l enath	AADT	ΩΔ	4Tire	Bus 24 Alo 2+Aylo 1 Troil 2 Troil	- QC K QK Dir	AAWDT Q\	N Year
James City County	Longar	, , , , ,	٠.	11110	2Axle 3+Axle 1Trail 2Trail	Factor Factor	r	· Toal
			_	From:	47-658			40/04/000
(1513)	0.05	250	R			NA	NA	10/24/200
$\overline{}$	0.17	200	R	From:	47-1512	NA	NA	10/24/200
(1513)	0.17	200	K	To	Cul-de-Sac	INA.	INA	10/24/200
				From:	Cul-de-Sac			
1514)	0.42	1100	R			NA	NA	10/24/200
				To: From:	47-1511			
1514	0.10	1200	R			NA	NA	10/24/2001
				To:	47-658			
	0.07	400	_	From:	47-1511	N/A	NIA	40/04/000
(1515)	0.07	100	R	To:	Cul-de-Sac	NA I	NA	10/24/2001
				From:	Cul-de-Sac			
(1516)	0.14	100	R	<u> </u>	Cui-ue-Sac	NA	NA	1994
(1010)				To:	47-1521			
				From:	47-1521			
1517)	0.09	680	R			NA	NA	1994
				To: From:	47-1518			
1517)	0.14	530	R			NA	NA	1994
				From:	47-1519			
(1517) (1517)	0.36	1000	R			NA	NA	1994
				To:	47-1551			
(1517)	0.08	1200	R			NA	NA	1994
				To: From:	47-1550			
1517)	0.08	1200	R			NA	NA	1994
				From:	47-1553			
1517)	0.07	2000	R	T	I I	NA	NA	1994
				To: From:	47-612; 47-658			
	0.09	200	R	From:	Cul-de-Sac	NA NA	NA	1994
1518	0.00	200	1	To:	47-1517		14/3	1004
				From:	Cul-de-Sac			
(1519)	0.11	100	R			NA	NA	1994
				To:	47-1517			
$\bigcirc$				From:	47-1524			
(1520)	0.13	280	R			NA	NA	10/25/2001
$\overline{}$			_	From:	47-1538			
1520	0.05	200	R			NA	NA	10/25/2001
$\overline{}$	2.00	450	_	From:	47-1522	110		40/05/000
(1520)	0.20	450	R			NA	NA	10/25/2001
	0.05	040	_	From:	47-1524; 47-1527	NA	NIA.	40/05/0004
(1520)	0.05	810	R			NA	NA	10/25/2001
$\bigcirc$	0.04	930	R	From:	47-1528	NA	NA	10/25/2001
1520	0.04	930	ĸ	To:	47-612	INA 	INA	10/25/2001
				From:	47-1555			
(1521)	0.13	870	R		17 1555	NA NA	NA	1994
				To:	47-1517			
$\cap$	0.07	222	_	From:	Dead End	NIA.		10/05/0004
(1521)	0.07	230	R			NA	NA	10/25/2001
	0.00	FCC		From:	47-1523	NIA	NΙΛ	10/05/0004
(1521)	0.30	560	R	To:	47-1522	NA I	NA	10/25/2001
					17 1022			

					James City Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K QK Factor QK	Dir Factor AAWDT QW	Year
James City County				From:	47-1522			
(1521)	0.23	350	R		47-1322	NA	NA	10/25/200
				To:	47-612			
$\bigcirc$				From:	47-1520			
1522	0.12	190	R	To:	47-1521	NA I	NA	10/25/200
				From:				
(1523)	0.05	70	R	110	Cul-de-Sac	NA	NA	10/25/200
1525)				To:	47-1521			
				From:	Cul-de-Sac			
1524	0.10	120	R			NA	NA	10/25/200
				To: From:	MAYFAIR LA			
1524	0.23	190	R			NA	NA	10/25/200
				From:	0.23 MN MAYFAIR LA			
(1524)	0.15	160	R			NA	NA	10/25/2001
				From:	47-1520			
(1524)	0.28	130	R			NA	NA	10/25/2001
<u> </u>				To: From:	47-1529			
(1524)	0.10	290	R	To:	47,1500, 47,1507	NA I	NA	10/25/2001
				Г	47-1520; 47-1527			
(1505)	0.05	90	R	From:	47-1524	NA	NA	10/25/200
(1525)	0.03	30	1	т.,		I IVA	INA	10/25/200
	0.05	50	R	From:	47-1526	NA	NA	10/25/200
(1525)	0.05	30	K	To:	Cul-de-Sac	INA	IVA	10/23/200
				From:	47-1525			
1526	0.05	60	R			NA	NA	10/25/200
				To:	Cul-de-Sac			
$\widehat{}$				From:	47-1520; 47-1524			
(1527)	0.07	60	R	To:		NA	NA	10/25/200
				From:	Cul-de-Sac			
(1528)	0.17	280	R	r iom.	Cul-de-Sac	NA NA	NA	10/25/200°
(1326)	<b>0</b>		••	To:	47-1520			.0/20/200
				From:	Cul-de-Sac			
1529	0.09	610	R			NA	NA	10/25/2001
				To:	47-1524			
$\bigcirc$	2.25	4000	_	From:	47-612			40/05/000
1530	0.35	1200	R			NA	NA	10/25/2001
$\bigcirc$	0.40	4400	_	From:	47-1531	NIA	NIA	40/05/0004
1530	0.12	1100	R			NA	NA	10/25/2001
$\bigcirc$	0.26	1200	R	From:	47-1537	NA	NA	10/25/2001
(1530)	0.20	1200	K	_		NA I	INA	10/23/200
(500)	0.16	210	R	From:	47-1539	NA	NA	1994
1530	0.10	210	Λ.	т		INA	INA	1334
4500	0.12	600	R	From:	47-1541	NA	NA	10/25/2001
(1530)	0.12	500	11	To:	47-1542	IN/S	INC	10,20,2001
				From:	47-1530			
(1531)	0.15	110	R			NA	NA	10/25/2001
				To:	Cul-de-Sac			
$\sim$				From:	47-1507			
1532	0.13	150	R	т	47.1524	NA I	NA	1999
				To:	47-1534			

					James City Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC K QK Factor F	Dir Factor AAWDT QW	Year
ames Citv Countv				From:	47-1534			
1532	0.06	260	R		4/-1334	NA	NA	1999
1332)				To:	47-1533			
				From:	Dead End			
1533	0.06	40	R			NA	NA	1999
				To:	47-1507			
1533	0.11	160	R	FIOII.		NA	NA	1999
				To: From:	47-1534			
1533	0.16	250	R	From:		NA	NA	1999
				To:	47-1532			
				From:	47-1532			
1534	0.10	140	R			NA	NA	1999
				To:	47-1533			
				From:	47-1536			
535	0.13	170	R			NA	NA	1999
				From:	47-1507			
1535	0.05	130	R			NA	NA	1999
				To:	Cul-de-Sac			
				From:	47-1535			
1536	0.04	40	R			NA	NA	1999
				To:	Cul-de-Sac			
$\sim$				From:	47-1530			
537	0.21	310	R	To	0.1.1.0	NA I	NA	10/25/20
					Cul-de-Sac			
	0.07		_	From:	47-1520			10/05/00
1538	0.07	80	R	To:	Cul-de-Sac	NA I	NA	10/25/20
				-				
	0.10	110	R	From:	Dead End	l NA	NA	10/25/20
1539	0.10	110	11	. —		I N/CS	TWA	10/20/20
$\overline{}$	0.06	440	R	From:	47-1530	NIA	NIA	10/25/20
1539	0.06	140	ĸ			NA	NA	10/25/20
	2.12			To: From:	47-1540			4010=100
1539	0.10	130	R	To:	C-1 1- C	NA I	NA	10/25/20
					Cul-de-Sac			
$\frown$	0.06	400	В	From:	Cul-de-Sac	NA	NIA	10/25/20
1540	0.06	100	R	To:	47-1539	NA I	NA	10/25/20
				From:				
	0.25	40	R	r tolli.	Cul-de-Sac	l NA	NA	1994
1541)	0.25	40	1	To:	47-1530	INA	INA	1334
				From:	Cul-de-Sac			
1542)	0.19	380	R	<u> </u>	Cur-uc-suc	NA	NA	10/25/20
1542)				To:	47-1530	1		
1542)	0.13	NA		From:	4/-1330	NA	NA	
1542	0.10	1474		To:	47-1546	1473	1 1/1	
				From:	Cul-de-Sac			
1543	0.17	200	R	<u> </u>	Cui-uc-Bac	NA	NA	10/25/20
				To:	47-1542		<del></del>	
				From:	47-1543			
1544	0.07	90	R	<u> </u>		NA NA	NA	10/25/20
				To:	Cul-de-Sac			
				From:	Cul-de-Sac/			-
0.1	0.12	NA		-		NA	NA	
				To	47-01542(B)/			
1545)	0.12	NA		To:	47-01542(B)/	NA 	NA 	

					James City Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir AAWDT QW	Year
lames City County				From:	Cul-de-Sac/	i		
(1546)	0.13	NA				NA	NA	
<u> </u>				To	Cul-de-Sac/			
$\bigcirc$				From:	47-612	J		
1549	0.12	660	R	To:	D 15 1	NA 1	NA	1994
				From:	Dead End			
4550	0.20	230	R	r rom.	Dead End	NA	NA	1994
1550	0.20	200		To:	47.1517	10.	14/4	100
1550)	0.04	330	R	From:	47-1517	NA	NA	1994
1930)	0.0.			To:	DECINI LOOD	1		
1550	0.27	170	R	From:	BEGIN LOOP	NA	NA	1994
1550)	0.21			To:	END LOOP	]	100	100
				From:	47-1517	l		
1551	0.11	140	R	<u></u>		NA	NA	1994
				To	47-1552	<b> </b>		
1551)	0.16	160	R	From:		NA	NA	199
				To:	47-1521			
_				From:	Cul-de-Sac	]		
1552	0.11	80	R	_		NA	NA	199
				To:	47-1551	<u> </u>		
0.02	0.00	<b>50</b>	В	From:	Cul-de-Sac	J NA	NIA	100
1553	0.02	50	R			NA •	NA	199
$\overline{}$	0.07	470		From:	47-1554	, NA	NIA	400
1553)	0.07	170	R	To:	47-1517	NA 1	NA	1994
				From:	47-1553	l		
1554	0.06	120	R		47-1333	NA	NA	1994
1334)				To:	Cul-de-Sac	]		
				From:	47-1521	I		
1555)	0.13	730	R			NA	NA	1994
				To:	47-1524			
$\sim$				From:	47-1417			
1560	0.08	120	R	т.,		NA 1	NA	199
				To:	Dead End			
	0.07	NA		From:	47-00613(B)/	NA NA	NA	
1561	0.07	INA		To:	47-01562(B)/	]	INA	
				From:	Cul-de-Sac/	i		
1562	0.25	NA			cui de sue	NA	NA	
1002				To:	47-01565(B)/	]		
				From:	Cul-de-Sac/			
1563	0.10	NA		_		NA	NA	
				To:	47-01562(B)/			
$\sim$		_		From:	47-1565			
1564	0.24	NA				NA	NA	
^				To: From:	47-1571	]		
1564)	0.11	NA		, <del></del>		NA 1	NA	
<u></u>				To:	47-1562			
$\cap$	0.13 <b>NA</b>			From:	Cul-de-Sac/	J	A14	
1565)					NA	NA		
				To: From:	47-01571(R)/	<u>,</u>		
1565	0.23	NA		Ter.		NA 1	NA	
				Tn·	Cul-de-Sac/			

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K	QK Dir AAWDT	QW Year
James City County				From:	Cul-de-Sac/			
1566)	0.11	NA			Cui-uc-Sac	NA	NA	
				To	47-01565(B)/			
				From:	47-658			
1567	0.09	NA				NA	NA	
	0.40	N14		From:	47-1569	NIA	NIA.	
1567	0.18	NA		To:	47-1721	NA	NA	
				From:	Cul-de-Sac			
1568	0.03	NA		<u> </u>	Cui de suc	NA	NA	
				To:	47-1567			
$\overline{}$				From:	Cul-de-Sac			
1569)	0.13	NA		To	47-1567	NA	NA	
				From:				
1570	0.26	250	R		Dead End	NA	NA	1999
1370				To:	47-612			
				From:	47-01564(R)/			
1571)	0.11	NA		_		NA	NA	
				To:	47-01565(L)/			
	0.12	NA		From:	47-01564(B)/	NA	NA	
1572	0.12	INA		To:	47-01565(B)/	INA	INA	
				From:	47-01564(B)/			
1573	0.08	NA			17 0120 (D)	NA	NA	
				To	47-01565(B)/			
$\sim$				From:	47-01564(B)/			
1574	0.03	NA		To:	011.6	NA	NA	
				From:	Cul-de-Sac/			
1575	0.38	360	R		47-607	NA	NA	10/25/20
1575	0.00			To:	Cul-de-Sac			
				From:	47-1575			
1576	0.41	180	R			NA	NA	10/25/20
				To:	Cul-de-Sac			
	0.07	70	R	From:	Cul-de-Sac	NA	NA	10/25/20
1577	0.07	70	K	To:	47-1576	INA	IVA.	10/23/20
				From:	47-615			
1580	0.03	240	R			NA	NA	1994
				To: From:	47-1581			
1580	0.12	180	R			NA	NA	1994
				To:	Cul-de-Sac			
	0.07	400	_	From:	47-1580	NIA	NIA	1004
1581	0.07	160	R			NA	NA	1994
	0.12	150	R	From:	47-1582	NA	NA	1994
1581	U. 1Z	150	ĸ	To	47-615	INA	INA	1994
				From:	47-1581			
1582	0.05	48	R		., 1001	NA	NA	1994
	0.05 4			To:	Cul-de-Sac			
$\overline{}$			From:	Cul-de-Sac				
1585	0.12	80 R	R			NA	NA	10/25/20
			To: From:	47-1587 WEST				
1585	0.16	190	R	Ter.	47.1500	NA	NA	10/25/20
				To-	47-1589			

Length	AADT	QA	4Tire	Bus	- K QK Dir	AAWDT QW	Year
ŭ			_	2Axle 3+Axle 1Trail 2Trail	Factor Factor		
0.06	240	R	From:	47-1589	NΑ	NΔ	10/25/200
0.00	240		To:	47 1597 EAST	INA	IVA	10/23/200
0.07	790	R	From:	4/-138/ EAST	NA	NA	10/25/200
			To: From:	47-1586			
0.11	600	R	To	47.615	NA	NA	10/25/200
0.06	40	R	<u> </u>	47-1363	NA	NA	10/25/200
			To:	Cul-de-Sac			
0.50	240	_	From:	47-1585 WEST	NIA	NIA	10/25/200
0.56	310	ĸ	To:	47-1585 EAST	INA	NA	10/25/200
			From:				
0.15	160	R			NA	NA	10/25/200
0.13	120	R	From:	47-1585	NA	NA	10/25/200
0.10			To	Cul-de-Sac	177		10/20/200
			From:	47-614			
0.41	220	R	To:	Cul do Sao	NA	NA	10/25/200
			From:				
0.04	60	R		47-1390	NA	NA	10/25/200
			To:	Cul-de-Sac			
0.04	220		From:	47-1590	NIA	NIA	4000
0.04	230	ĸ			NA I	NA	1999
0.18	100	R	From:	47-1593	NA	NA	1999
			To:	47-614			
			From:	Cul-de-Sac			
0.14	120	R	To:	47 1502	NA	NA	1999
			From:				
0.08	90	R		ear as but	NA	NA	1999
			To: From:	47-1595			
0.14	200	R	т	47.1502	NA	NA	1999
0.09	20	R		Cui-de-Sac	NA	NA	1999
			To:	47-1594			
0.50			From:	Cul-de-Sac/			
0.50	NA		To:	47-01597(R)/	NA 	NA	
			From:				
0.10	NA				NA	NA	
			To:				
0.50	100	R	From:	47-1617	NA	NA	1999
0.00		.,	To:	Cul-de-Sac	. 4/ \	14/1	1000
			From:	47-607			
0.35	890	R			NA	NA	1999
0.45	600		From:	47-1602	NIA	NIA	1000
0.15	600	ĸ	To:	47-1603	NA	NA	1999
	0.06 0.07 0.11 0.06 0.58 0.15 0.13 0.41 0.04 0.04 0.18 0.14 0.08 0.14 0.09 0.50 0.10	0.06 240 0.07 790 0.11 600 0.06 40 0.58 310 0.15 160 0.13 120 0.41 220 0.04 60 0.04 230 0.18 100 0.14 120 0.08 90 0.14 200 0.09 20 0.50 NA 0.10 NA 0.50 100	0.06	0.06   240   R	1	Length   AADT   QA   4Tire   Bus   2Axie 3+Axie   1Trail   2Trail   QC   Factor   QR   QR   Factor   QR   Factor	1.00   240   R

					James City Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QK [ Factor Fa	Dir AAWDT QW ctor	Year
ames City County				From:	47.1602			
1601)	0.23	440	R		47-1603	NA	NA	1999
				To:	0.01 ME 47-1604			
1601)	0.11	90	R	Trom.		NA	NA	1999
				To: From:	47-1616			
1601	0.09	450	R	To:	47-1617	NA I	NA	1999
				From:				
1602)	0.10	70	R		47-1601	I NA	NA	1999
				To:	Cul-de-Sac			
$\overline{}$			_	From:	47-1601			
1603	0.23	120	R	To:	Cul-de-Sac	NA I	NA	1999
				From:	Cul-de-Sac			
1604	0.09	9	R	Ь	Cur-uc-sac	NA	NA	1999
				To:	47-1601			
$\overline{}$			_	From:	47-609			
1605	0.17	580	R			NA -	NA	1999
	0.13	450	R	From:	47-1606	NA	NA	1999
1605	0.13	450	K	. —		INA	INA	1998
1005	0.12	330	R	From:	47-1607	NA	NA	1999
1605	0.12			To	47 1609	107	10/1	1000
1605)	0.19	120	R	From:	47-1608	NA	NA	1999
1009				To:	47-1606			
				From:	47-1605			
1606	0.64	120	R			NA	NA	1999
				To: From:	47-1605			
1606	0.03	100	R	To:	Dead End	NA I	NA	1999
				From:	Cul-de-Sac			
(1607)	0.05	70	R		Cui-ue-Sac	NA NA	NA	1999
				To:	47-1605			
$\sim$				From:	47-1605			
1608)	0.33	120	R	To:	47.1600	NA I	NA	1999
				From:	47-1609 Dead End			
1609	0.08	40	R		Dead End	NA	NA	1999
				To	47-1608			
1609	0.05	48	R	From:		NA	NA	1999
				To:	Dead End			
$\bigcirc$	0.10	F00	-	From:	BEGIN LOOP	A.I.A.		4000
1610	0.10	560	R			NA	NA	1999
	0.10	510	R	From:	47-1635	NA	NA	1999
1610	0.10	310	ĸ	Te-	47.1722	IN/A	INA	1339
1610)	0.05	590	R	From:	47-1632	NA	NA	1999
1610				To	47-1633	<b>.</b>	•	
1610	0.12	920	R	From:	47-1033	NA	NA	1999
				To:	47-1634			
1610	0.04	890	R	From:	.,	NA	NA	1999
				To: From:	END LOOP			
1610	0.10	920	R			NA	NA	1999
				To:	47-1619			

					James City Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K QK Factor Fa	Dir AAWDT QW actor	Year
lames City County				From:	47-1619	_		
1610	0.07	220	R	<u>L</u>	47-1017	NA	NA	1999
				To: From:	47-1618			
1610	0.14	820	R			NA	NA	1999
	0.05	850	R	From:	47-1615	NA	NA	1999
1610	0.03	000	K	To:	47-1614	INA	INA	1999
1610	0.07	920	R	From:	47-1014	NA	NA	1999
				To: From:	47-1612			
1610	0.17	1300	R			NA	NA	1999
	0.05	360	R	From:	47-1611	NA	NA	1999
1610	0.05	300	K	To:	47.1(12	INA	NA .	1999
1610	0.12	630	R	From:	47-1613	NA	NA	1999
				To:	US 60			
$\bigcirc$	0.44	000		From:	47-1610	NIA	NIA	4000
1611)	0.11	890	R	To:	US 60	NA	NA	1999
				From:	47-1613			
1612	0.14	110	R	To:	47.1(10	NA	NA	1999
				From:	47-1610 47-1615			
1613	0.04	150	R	<u> </u>	47-1013	NA	NA	1999
				To: From:	47-1614			
1613)	0.06	270	R			NA	NA	1999
	0.07	400	R	From:	47-1612	NA	NA	1999
1613	0.07	400	K	To:	47-1610	INA	INA	1998
				From:	47-1613			
1614	0.13	120	R	To:	47-1610	NA	NA	1999
				From:	47-1613			
1615)	0.12	130	R	<u> </u>	17 1015	NA	NA	1999
				To:	47-1610			
1616)	0.10	40	R	From:	47-1601	NA	NA	1999
1616)	0.10	-10		To:	Cul-de-Sac	107	101	1000
				From:	Dead End			
1617	0.25	200	R			NA	NA	1999
1017	0.20	230	R	From:	47-1601	NA	NA	1999
1617)	0.20	200		To	0.20 ME 47-1601	IVA	14/1	1000
1617)	0.08	220	R	From:	0.20 IVIE 47-1001	NA	NA	1999
				To:	47-1600			
1617	0.10	50	R		611.6	NA	NA	1999
				To: From:	Cul-de-Sac			
1618	0.03	40	R		Cul-de-Sac	NA	NA	1999
				To: From:	47-1619			
1618)	0.14	260	R			NA	NA	1999
$\smile$				To:	47-1610			
0.1	0.11	170	R	From:	47-1610	NA	NA	1999
1019	U.11	110		To:	47-1630	I WA	11/3	1000
					<del></del>			

					James City Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QK Dii I Factor Fact		Year
ames City County				From:		i		
1619	0.04	80	R	From:	47-1630	J NA	NA	1999
1019				To	47-1631	1		
1619	0.05	100	R	From:	17 1031	NA	NA	1999
				To: From:	47-1618	1		
1619	0.10	80	R			NA	NA	1999
				To:	Cul-de-Sac			
1620)	0.20	80	R	From:	Cul-de-Sac	NA	NA	1999
1620				To:	47-1621	1		
1620)	0.20	70	R	From:	47-1021	NA	NA	1999
				To:	FR-137	1		
$\widehat{}$				From:	47-1620			
1621)	0.04	180	R	т		NA 1	NA	1999
				To:	Cul-de-Sac	<u> </u>		
uesa)	0.18	NA		From:	47-1617	J NA	NA	
1622				To:	Cul-de-Sac	]	1 1/1	
				From:	47-1617			
1623)	0.13	50	R			NA	NA	1999
				To:	Cul-de-Sac			
$\overline{}$	0.14			From:	47-756			4000
1624	0.14	70	R	To:	Dead End	NA 1	NA	1999
				From:	Cul-de-Sac	1		
1625	0.17	80	R	<u> </u>	Cui-uc-Sac	NA	NA	1999
				To:	47-751	1		
1625	0.12	40	R	From:	., ,,,,	NA	NA	1999
				To-	Cul-de-Sac			
				From:	47-746			
1626	0.05	190	R			NA	NA	1999
	2.12		_	From:	47-1627	]		4000
1626)	0.13	140	R	To:	47-1625	NA 1	NA	1999
				From:	Cul-de-Sac	<u> </u>		
1627)	0.09	20	R	<u> </u>	Cui-uc-sac	J NA	NA	1999
1021)				То:	47-1626			
				From:	47-602			
1628)	0.05	100	R			NA	NA	1999
				To:	Cul-de-Sac			
	0.44	70	_	From:	Dead End; .11 MW 602	]	NIA	4000
1629	0.11	70	R			NA •	NA	1999
	0.05	60	R	From:	47-602	NA NA	NA	1999
1629	0.00	00	ĸ	To:	Cul-de-Sac; .05 ME	]	INA	1335
				From:	Cul-de-Sac	· [		
1630	0.03	60	R	<u> </u>		NA	NA	1999
				To:	47-1619			
$\widehat{}$				From:	Cul-de-Sac			
1631)	0.04	40	R	To:	47.1710	NA 1	NA	1999
_				From:	47-1619	I I		
1632)	0.03	100	R	riom:	Cul-de-Sac	J NA	NA	1999
1632	0.00			To:	47-1610	]	17/1	1000
-				-	*	•		

					James City Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC K Factor	QK Dir Factor	AAWDT Q	W Year
Iames City County				From:	Cul-de-Sac				
1633	0.04	40	R		Cui de Suc	NA		NA	1999
				To	47-1610				
$\bigcirc$	0.05			From:	47-1610	N14			4000
1634	0.05	60	R	To:	Cul-de-Sac	NA I		NA	1999
				From:	Cul-de-Sac				
1635	0.05	60	R		cui de sue	NA		NA	1999
				To:	47-1610				
$\bigcirc$				From:	47-1637 LOOP BEGIN				
1636	0.57	170	R	To:	US 60	NA I		NA	1999
				From:	47-1636 LOOP BEGIN				
1637)	0.89	340	R			NA		NA	10/26/20
				To:	LOOP END				
$\overline{}$	* ·=		_	From:	Cul-de-Sac				
1639	0.17	20	R	To:	47-1637	NA I		NA	1999
				From:	47-760				
1640	0.12	270	R	<u> </u>	T/-/VV	NA		NA	1999
				To	47-1641				
1640)	0.06	90	R	rioni.		NA		NA	1999
				To:	Cul-de-Sac				
$\bigcirc$	0.40	400		From:	47-1648	NIA.		NIA	1000
1641)	0.40	490	R	. —		NA		NA	1999
	0.11	150	R	From:	47-1642	NA		NA	1999
1641)	0.11	100		To	47.1740	I IVA		IVA	1000
1641)	0.28	60	R	From:	47-1640	NA		NA	1999
				To:	Cul-de-Sac				
				From:	47-760				
1642	0.12	630	R			NA		NA	1999
				From:	47-1641				
1642	0.09	180	R			NA		NA	1999
	0.12	160	R	From:	47-1643	NA		NA	1999
1642	0.12	100	K	To:	17.1615	INA I		INA	1999
1642)	0.08	300	R	From:	47-1645	NA		NA	1999
(1642)				To:	47-1644			•	
				From:	47-1644				
1643	0.25	50	R			NA		NA	1999
				From:	47-1642				
1643	0.10	90	R	To:	Dead End	NA		NA	1999
				From:	47-1680				
1644	0.12	340	R	·	47-1000	NA		NA	1999
				To:	47-1649				
1644	0.13	410	R	From:		NA		NA	1999
				To-	47-1648				
1644	0.10	200	R	riont.		NA		NA	1999
				To: From:	47-1643				
1644	0.12	210	R		(5.17.12	NA		NA	1999
				To:	47-1642				

						es City Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2	()()	K Factor	QK	Dir Factor	AAWDT	QW	Year
James City County													
	0.12	170	R	From:		47-1642		NA			NA		1999
(1644)	0.12	170	K	To:		47-1647		INA			INA		1999
				From:		47-1642							
(1645)	0.12	70	R	<u> </u>		17 10 12		NA			NA		1999
				To-		47-1646							
(1645)	0.08	30	R	rioin.				NA			NA		1999
				To:		Cul-de-Sac							
$\bigcirc$	2.12		_	From:		47-1645							1000
(1646)	0.13	40	R	To:		47-1647		NA			NA		1999
				From:		47-1644							
1647	0.10	330	R			47-1044		NA			NA		1999
1647				To		47-1646							
(1647)	0.57	830	R	From:		4/-1040		NA			NA		10/26/200
				To:		47-607; 47-758							
				From:		47-1641							
1648	0.08	140	R					NA			NA		1999
				To: From:		47-1644							
(1648)	0.22	190	R	т		47.4500		NA			NA		1999
				To:		47-1680							
	0.24	180	R	From:		Cul-de-Sac		NA			NA		10/26/200
(1649)	0.24	100	IX.	To-		47-1644	<u> </u>	INA			INA		10/20/200
				From:		47-1657	i						
(1650)	0.07	560	R					NA			NA		1999
				To:		47-1655	<b>—</b> —						
1650	0.08	580	R	Prom.				NA			NA		1999
				To:		47-1654							
(1650)	0.07	430	R					NA			NA		1999
				To: From:		47-1653							
1650	0.07	300	R					NA			NA		1999
				From:		47-1652							
(1650)	0.08	60	R					NA			NA		1999
<u> </u>				To: From:		47-1651							
(1650)	0.04	410	R					NA			NA		1999
				To:		47-615; 47-629							
	0.06	20	R	From:		Cul-de-Sac; .06 MS		NA			NA		1999
(1651)	0.00	20	1	т		47.1750		IVA			IVA		1000
(1651)	0.08	40	R	From:		47-1650		NA			NA		1999
(1031)	0.00		•••	To:		Cul-de-Sac; .08 MN							
				From:		Cul-de-Sac; .10 MS							
1652	0.10	120	R	-			-	NA			NA		1999
				To: From:		47-1650							
1652	0.13	100	R					NA			NA		1999
				To:		Cul-de-Sac; .13 MN							
$\bigcirc$	0.45		_	From:		Cul-de-Sac; .15 MS		h ! A			N: 4		4000
1653	0.15	50	R					NA			NA		1999
	0.40	450		From:	-	47-1650		h : A			N. A		4000
(1653)	0.10	150	R	To:		Cul-de-Sac; .10 MN		NA			NA		1999
						Cur-uc-bac, .10 MIN							

					James City Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC OK	Dir AAWDT QW	Year
James City County				From:	0.11.0			
1654	0.07	20	R	Pion.	Cul-de-Sac	NA	NA	1999
(1654)	0.15	90	R	To: From:	47-1657	NA	NA	1999
				To: From:	47-1650			
(1654)	0.08	30	R	To:	Cul-de-Sac; .08 MN 165	NA	NA	1999
1655	0.07	46	R	From:	Cul-de-Sac	NA	NA	1999
				To: From:	47-1656			
1655	0.06	140	R	To:	47-1650	NA	NA	1999
				From:	47-1655			
(1656)	0.05	70	R	<u> </u>		NA	NA	1999
				To:	Cul-de-Sac			
(1657)	0.11	80	R	From:	Cul-de-Sac	NA	NA	1999
				To:	47-1650			
(1657)	0.10	40	R			NA	NA	1999
				To:	47-1654			
	0.02	490	R	From:	47-615	NA	NA	10/25/200°
(1660)	0.02	430	K	To:	47-1661	INA	INA	10/23/200
				From:	Cul-de-Sac			
1661	0.09	60	R			NA	NA	10/25/200
$\overline{\bigcirc}$	0.42	450		From:	47-1660	NIA	- NA	40/05/0004
(1661)	0.13	450	R			NA	NA	10/25/2001
	0.17	350	R	From:	47-1662	NA	NA	10/25/200
(1661)	0.17	330	IX	To:	Cul-de-Sac	INA	INA	10/23/200
				From:	47-1661			
1662	0.05	220	R			NA	NA	10/25/200
$\bigcup$				To: From:	47-1663			
(1662)	0.07	120	R			NA	NA	10/25/200
				To:	Cul-de-Sac			
	0.06	90	R	From:	47-1662	NA	NA	10/25/200
1663	0.00	90	K	To:	Cul-de-Sac	INA	INA	10/23/200
				From:	Cul-de-Sac			
1670	0.49	170	R			NA	NA	1999
				To:	47-606			
$\sim$				From:	Cul-de-Sac			
(1677)	0.77	NA		To:	17.716	NA	NA	
				From:	47-746			
1678	0.08	NA		r toni.	47-1677	NA	NA	
1678	0.00			To:	Cul-de-Sac			
				From:	Cul-de-Sac			
1679	0.16	NA				NA	NA	
				To:	47-1677			
$\bigcirc$	0.00	400	_	From:	Cul-de-Sac	NIA		1000
1680	0.09	120	R			NA	NA	1999
	0.08	120	R	To:	47-1644	NA	NA	1999
1680	0.00	120	ĸ	To:	47-1648	INA	INA	1999

					darries only maintenance rirea			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	C K QK Dir Factor Facto	r AAWDT QW	Year
James City County				From:		<del> </del>		
(1688)	0.17	200	R	FIOIII.	Cul-de-Sac	J NA	NA	10/25/200
(1000)				To	SR 31	1		
				From:	47-1688			
(1689)	0.08	70	R			NA	NA	10/25/2001
				To: From:	47-1688			
(1000)	0.03	280	R	From:	47-615	J NA	NA	1994
1690	0.00	200		To:	47-1691	]	10.0	1004
				From:	SR 31			
1691)	0.38	400	R			NA	NA	1994
				To:	47-1690			
	0.14	60	ь	From:	47-1691	] NA	NA	10/25/200
(1692)	0.14	60	R	To:	Cul-de-Sac	]	INA	10/23/200
				From:	47-1691			
1693	0.09	80	R		., 10,1	NA	NA	10/25/200
				To:	Cul-de-Sac	]		
$\bigcirc$				From:	47-1691			
(1694)	0.09	90	R	To	47 1605	NA 1	NA	10/25/200
				From:	47-1695 47-1697			
1694)	0.23	40	R			NA	NA	10/25/200
				To	47-1695			
0.11	0.44	400		From:	47-1694	N/A	NIA	10/05/000
	160	R	ī		NA 1	NA	10/25/200	
	NΛ		From:	47-1496	NA.	NIA		
(1695)	95 0.44	NA		To	47-1694	NA 1	NA	
				From:	Cul-de-Sac	! 		
1696	0.05	70	R	<u> </u>	eur de Sac	NA	NA	10/25/200
				To: From:	47-1695	1		
1696	0.08	NA		riom.		NA	NA	
<u> </u>				To-	Cul-de-Sac			
	0.44	20		From:	47-1694	N/A	NIA	40/05/000
1697	0.11	30	R	To:	Cul-de-Sac	NA 1	NA	10/25/200
				From:	47-01694(B)/			
(1698)	0.11	NA		<u></u>	0107 ((1))	NA	NA	
$\bigcirc$				To:	Cul-de-Sac/			
				From:	47-00614(B)/	_	-	
1710	0.37	NA		To:	47 01711/D\/	NA 1	NA	
				From:	47-01711(R)/	<u> </u> 		
(1711)	0.19	NA		110111.	47-01714(L)/	J NA	NA	
1711)	0.10			To:	47-01710(L)/	]		
				From:	Cul-de-Sac/			
(1712)	0.07	NA				NA	NA	
				Tn·	47-01711(B)/			
$\bigcap$	0.07	A14		From:	Cul-de-Sac/		NIA.	
(1713)	0.07	NA		To:	47-01711(B)/	NA 1	NA	
				From:	Cul-de-Sac/	<u>.                                    </u>		
(1714)	0.07	NA		<u> </u>	Cur-uc-Sac/	NA	NA	
				To:	47-01711(L)/	<u> </u>		

							viairitoriai									
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle	ck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ames City County				From:		Cu	ıl-de-Sac/		1							
1720)	0.12	NA									NA			NA		
				To:		47-	01567(B)/									
$\sim$				From:		Cu	ıl-de-Sac/									
1721	0.12	NA		To:		47	01567(R)/				NA			NA		
				From:			ıl-de-Sac/									
1730	0.14	NA				Cu	I-de-Sac/				NA			NA		
				To:		47-01351(	B)/47-0138	8(R)/								
<u> </u>				From:		47-0	01730(B)/									
1731)	0.06	NA									NA			NA		
				To:			ıl-de-Sac/									
	0.08	NA		From:		47-0	01734(B)/				NA			NA		
1732	0.00	IVA		To:		47-	01733(B)/				INA			INA		
				From:			01351(R)/									
1733	0.37	NA		,							NA			NA		
				To:		Cu	ıl-de-Sac/									
$\bigcirc$				From:		47-	01735(B)/									
1734	0.27	NA		To:		C	ıl-de-Sac/				NA			NA		
				From:			ıl-de-Sac/		! 							
1735	0.55	NA				Cu	i-de-Sac/				NA			NA		
11009				To:		Cu	ıl-de-Sac/									
				From:		47-	01735(B)/									
1736	0.38	NA									NA			NA		
				To:			ıl-de-Sac/									
0.12	0.12	300	R	From:			47-703				NA			NA		10/25/20
	0.12	300	K	To:	R	AWLS B	YRD ELEN	4 SCH			INA			INA		10/23/20
				From:			US 60									
9634)	0.17	370	R								NA			NA		1999
				To:		NORGI	E ELEM SO	CH								
$\sim$		4000		From:			47-612									
9649	0.46		R	To:		LAEA	YETTE H	TE HE			NA			NA		10/25/20
				From:				3								
9652)	0.24	NA				4/-	01155(R)/				NA			NA		
3032				To:		Sha	adow of:0/									
City of Williamsburg																
	0.27	22000	_	From:		Ву	ypass Rd				0.004		0 F22	24000	<u></u>	2002
Richmond Rd	0.37	23000	G								0.081	F	0.532	24000	G	2003
(7075) Richmond Rd	0.95	13000	C.	From: 97%	1%	Mon 1%	0%	0%	Ω0/	F	0.084	F	0.536	14000	G	2003
Richmond Rd	0.95	13000	G	97% To:	1 70		nistead Ave	U 70	0%	r 	0.004	۲	0.530	14000	G	2003
$\widehat{}$				From:		Hen	ry St South									
7075 Francis St	0.91	8200	G	97%	1%	1%	0%	0%	0%	С	0.08	F	0.575	8600	G	2003
				To:			Valler St									
7077) Lafayette St	0.12	10000	G	97%	1%	Rid 1%	hmond Rd 0%	0%	0%	F	0.084	F	0.554	11000	G	2003
Lafayette St	0.12	10000	3	91 70 To:	1 /0		acon Ave	U /U	J /0		0.004	'	0.004	11000	0	2003
$\widehat{}$				From:		В	Bacon St									
(7077) Lafayette St	0.82	13000	G	97%	1%	1%	0%	0%	0%	F	0.086	F	0.516	13000	G	2003
$\sim$				To:		H	Henry St									
				-												
7079 Second St	0.19	17000	G	From: 96%	1%	2%	Page St 1%	1%	0%	F	0.084	F	0.569	18000	G	2003

Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Williamsburg				_												
				From:			rkway Dr									
(7079) Second St	0.22	19000	G	96 <u>%</u>	1%	2%	1%	1%	0%	С	0.083	F	0.577	20000	G	2003
				To-		York	County Lir	ne								
				From:		James C	ity County	Line	Ī							
7081) Iron Bound Rd	0.57	7800	G	97%	0%	2%	0%	1%	0%	С	0.085	F	0.61	8300	G	2003
(7081) Iron Bound Rd	0.01		•	0.70	070	270	070	170	070	Ŭ	0.000	•	0.01	0000	Ü	2000
				From:			nghill Rd									
(7081) Iron Bound Rd	0.05	13000	G	97%	0%	2%	0%	1%	0%	F	0.079	F	0.559	13000	G	2003
137				To:		Ric	hmond Rd									
				From:		Irot	nbound Rd		Ī							
(7082) Longhill Rd	0.63	4000	G	98%	0%	1%	0%	0%	0%	С	0.086	F	0.650	4300	G	2003
(7082) Longhill Rd	0.00	4000	·	To:	0 70				070	O	0.000	•	0.000	4300	O	2000
							Williamsbu	ug								
		·		From:		Co	mpton Dr									
(7083) Monticello Ave	0.35	14000	G								0.084	F	0.52	15000	G	2003
137				To:		Ric	hmond Rd									
				From:			Page St		1							
Donnimon Dd	0.40	2400	G	97%	1%	2%	0%	0%	0%	С	0.099	F	0.771	2600	G	2003
(7086) Penniman Rd	0.49	2400	G	97 70 To:	170				076	C	0.099	Г	0.771	2600	G	2003
				10.		York	County Lir	ie								
James City County																
				From:			SR 199									
Mounts Bay Road		9000	G	99%	0%	1%	0%	0%	0%	С	0.083	F	0.511	9000	G	2003
				To:	Entr	ance to Jai	mes City G	ov. Cente	r							
City of Williamshung																
City of Williamsburg				From:		Golf Co	ourse Entra	nce	Ī							
Carters Grove Country		800	G	97%	1%	2%	0%	0%	0%	С	0.113	F	0.806	800	G	2003
Carters Grove Country		000	·	To:	1 70		nsburg Ave		070	O	0.110	•	0.000	000	O	2000
						willian	isburg Ave	nue	<u> </u>							
				From:		Jon	es Mill Ln									
Holly Hills Drive		660	G	99%	1%	1%	0%	0%	0%	С	0.106	F	0.543	660	G	2003
				To:		Sir Thon	nas Lunsfoi	d Dr								
				From:		Mount V	Vernon Ave	enue								
Matoaka Court		1300	G	<u> </u>		wiount	V CHIOH AVE	iiuc			0.09	F	0.705	1300	G	2003
ivialuaka Cuurt		1300	G	To:		D: 1	1 D	1			0.09	Г	0.703	1300	G	2003
				10.		Rich	mond Road	1								
				From:		Pine	y Creek Di									
Patrick Henry Drive		450	G	99%	0%	0%	0%	0%	0%	С	0.103	F	0.52	450	G	2003
•				To:		V	Valtz Dr		1							
				From:					 I							
Overton att. D.		4500	_	. Tom.			SR 199				0.450	_		4000	_	0000
Quatrpath Rd		1500	G	_							0.150	F		1600	G	2003
				To:			York St									
				From:		Willian	nsburg Ave	nue								
S. England Street		2300	G	<u></u>			<u> </u>				0.098	F	0.511	2300	G	2003
2g.s 220			_	To:		Fra	ncis Street				2.000	•	2.0.1		•	
						1.19	inis succt									